

The Comprehensive Plan

III. URBANIZATION

URBANIZATION

The
COMPREHENSIVE PLAN
for
Central Point, Oregon

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ROGUE VALLEY COUNCIL OF GOVERNMENTS

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CONTENTS

<u>GOAL</u>	III-1
<u>STATE PLANNING LAW</u>	III-1
<u>BACKGROUND</u>	III-1
<u>POPULATION CONSIDERATIONS</u>	III-3
<u>CONSIDERATION OF URBANIZATION FACTORS</u>	III-4
1. Demonstrated need to accommodate long-range urban pop. growth requirements consistent with LCDC goals ...	III-4
2. Need for housing, employment opportunities & livability	III-5
3. Orderly and economic provision for public facilities and services	III-7
4. Maximum efficiency of land uses within and on the fringe of the existing urban area	III-7
5. Environmental, energy, economic and social consequences	III-8
6. Retention of agricultural land as defined, with Class I being the highest priority for retention and Class IV ..	III-9
the lowest	
7. Compatibility of the proposed urban uses with nearby agricultural activities	III-11
<u>SUBAREA DESIGNATIONS</u>	III-15
<u>AVAILABLE LANDS SURVEY</u>	III-16
<u>LAND USE INVENTORY</u>	III-19
Methodology	III-19
Existing Land Use Summary	III-21
<u>COMPREHENSIVE PLAN FOR URBANIZATION</u>	III-26
Urban Growth Boundary Description	III-26
Planned Residential Land Uses	III-27
Planned Commercial Land Uses	III-29
Planned Industrial Land Uses	III-30
Planned Public/Quasi-public Land Uses	III-31
<u>APPENDIX</u>	III-35

LIST OF FIGURES

<u>BOUNDARY SEGMENT MAP</u>	III-14
(Central Point Urban Growth Boundary)	
<u>MAJOR SUBAREAS MAP</u>	III-15
<u>AVAILABLE LANDS SURVEY</u>	III-17
(Statistical Table)	
<u>AVAILABLE LANDS SURVEY -- SUBAREA MAP</u>	III-18
<u>SUMMARY OF LAND USE INVENTORY</u>	III-25
(Central Point Urbanizable Area)	
<u>YEAR 2000 PROJECTED LAND USE SUMMARY</u>	III-33
(Central Point Comprehensive Plan)	
<u>THE COMPREHENSIVE PLAN (Map)</u>	III-34

NOTE

See P. III-35 for a listing
of tables in the Appendices
of the Urbanization Element

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URBANIZATION

GOAL

"To provide for an orderly and efficient transition from rural to urban land use."

STATE PLANNING LAW

Statewide planning Goal #14 and the comprehensive planning guidelines prepared by LCDC state that "Urban growth boundaries shall be established to identify and separate urbanizable land from rural land." The initial establishment of the UGB, as well as past and future changes to it, are based on the consideration of seven factors, which will be discussed in greater detail later in this element of the Plan.

Establishment of and changes to the boundaries shall be a cooperative process between the City and County. Lands within the UGB shall be considered available over time for urban uses with conversion to urban uses based on the consideration of the following:

1. Orderly, economic provision for public facilities and services;
2. Availability of sufficient land for the various uses to ensure choices in the market place;
3. LCDC goals; and
4. Encouragement of development within urban areas before conversion of urbanizable areas.

BACKGROUND

On October 8, 1976, the Land Conservation and Development Commission (LCDC) acknowledged the comprehensive plan and implementing measures for the City of Central Point, for lands within the corporate limits, to be in compliance with the statewide goals, with the exception of Goal 14 (Urbanization). Since that time, nearly five years ago, the City and Jackson County have been working toward the establishment of the most appropriate and reasonable Urban Growth Boundary for Central Point. Major differences of opinion pertaining to the size and location of several proposed boundaries kept progress on the City's UGB and revised Comprehensive Plan at a standstill until early 1980.

Through the summer of 1980, Central Point finalized its Comprehensive Plan and proposed UGB, held meetings with County staff and County Commissioners, held public hearings, and finally adopted the Plan and UGB on August 28, 1980, for submittal to LCDC by the September 1, 1980 deadline. However, because the County Commissioners had not formally approved the UGB, the Plan could not be reviewed for goal compliance.

It appeared that any further progress toward a City-County solution to the UGB disagreement was at an impasse. As a last resort, the City and County informally requested assistance from our local LCDC representative. A neutral third party was commissioned through the Oregon State University Extension Service to review all materials pertaining to the Central Point UGB and provide objective analyses of both City and County positions. This review resulted in a report that included conclusions and recommendations aimed at a solution to the impasse. The report was distributed to City and County staffs and officials in June, 1981. Staff meetings followed to discuss the findings and recommendations. The report was later discussed with the officials of both jurisdictions and, since there were no stated objections to the proposals, the City and Rogue Valley Council of Governments (RVCOG) staff revised the Plan and UGB according to the report's recommendations.

A new UGB and Plan map were completed in August, 1981. This proposal reduced the total UGB acreage by about 620 acres and adjusted the Plan to accommodate a revised population projection of 16,000. City, County, and the local LCDC staffs were all in agreement that this proposal was reasonable and acceptable. However, it was not until a year later (Aug. 1982) that the Jackson County Commissioners agreed to the compromise UGB and Plan. As part of their agreement, the County attached the following conditions:

1. Central Point should eliminate all areas west of Grant Road and establish the UGB along Grant Road. (This resulted in the elimination of about 44 acres.)
2. Central Point should include the Boes subdivision in the UGB. (This small subdivision is located north of Upton Road and east of the freeway and has been experiencing water quality problems that may result in a future need to annex to the City.)
3. Wording should be placed in the Urbanization Agreement between the City and County that will protect and preserve a relatively new orchard (approx. 88 acres) in the area east of the freeway until at least 1995.
4. Central Point must solve the problem of overlapping UGBs with Medford in the area on the west side of Table Rock Road.

The first two of these conditions were met by revising the UGB and Comprehensive Plan. The third condition was met by including the recommended wording in the Urbanization Agreement (located at back of this element). The fourth condition was satisfied

on February 16, 1983 with the County's final approval of an order approving Central Point's Urban Growth Boundary Amendment application. This application had been processed by the City of Medford and Jackson County and resulted in the establishment of the mutual Central Point/Medford UGB along Table Rock Road. This eliminated the overlap and completed the conditions for County approval of the UGB.

This Urbanization Element of the Comprehensive Plan describes the data, processes, and general approach used in the preparation of the Urban Growth Boundary and Comprehensive Plan.

POPULATION CONSIDERATIONS

Early population projections showed that the City of Central Point could expect a population of approximately 22,000 by the year 2000, based on a 1960-1979 average annual growth rate of about six percent. However, there were some serious questions pertaining to the continuation of this growth rate for another twenty years. As a result of discussions, public hearings, and further study, the City revised its Plan to accommodate a population within a range of 16,000 to 18,000. Further negotiations with Jackson County and a third-party review of the proposals resulted in the City finally revising the Plan and UGB to meet the needs of a population of 16,000. The six percent growth rate of the past was reduced to a more conservative 4.7 percent rate and it was felt that, if the growth rate continues as it has historically, the City can later expand the UGB to accommodate it when those needs are more clearly defined.

Past and current trends and historical growth rates were necessarily used in the population projections. In addition, the City has given careful consideration to the possible long-range impact of the State's recent emphasis on comprehensive planning. Assuming that the Southern Oregon region continues to attract an immigration of new residents at a rate similar to that experienced in recent years, a greater proportion of these new residents will be forced into urban areas as a result of the County's increasingly restrictive policies toward new development in rural areas. This could significantly affect development pressures in many communities, including Central Point, over the next twenty years.

Another result of the statewide planning process is that all communities are developing detailed plans aimed at providing better housing, increased shopping and employment opportunities, parks and recreation facilities, and economic development. Emphasis in these areas will tend to increase the quality and attractiveness of Oregon and its communities and could, perhaps indirectly, promote new development and the continued attraction of our state to new residents. Because of these considerations, Central Point will continue to monitor population growth and development trends to adequately plan for new development pressures before they occur.

Further discussion on population, including a table and graph of the projection, is included in Section II, Planning Area Characteristics.

CONSIDERATION OF URBANIZATION FACTORS

In accordance with Goal #14, the establishment of the Urban Growth Boundary for Central Point was based on consideration of the following seven factors:

1. Demonstrated need to accommodate long-range urban population growth requirements consistent with LCDC goals:

Over the twenty year period 1960-1980, Central Point's population grew by 175 percent, making it one of the fastest-growing communities in Jackson County. Of all Oregon communities of similar size (3,000 to 5,000), Central Point ranked 5th in population growth during the decade of the 1970s.

Central Point enjoys many locational and transportation advantages that make it a very desirable community in which to live and work. Well-maintained older neighborhoods and modern subdivisions provide attractive and comfortable housing in what is still considered a "small town" atmosphere. Cultural and recreational facilities are conveniently available in surrounding communities, the County's Exposition Park (fairgrounds) is immediately east of the City, the Rogue River and surrounding lakes and forests are within minutes, and the larger cities of Medford and Ashland provide excellent cultural and educational opportunities within easy driving distance.

Central Point is located along the Interstate 5 Freeway, Highway 99, and the Southern Pacific railroad right-of-way. Another major transportation advantage is the Medford-Jackson County Airport, which is less than two miles east of the City. The basic essential transportation infrastructure is already in place to serve the long-range growth needs of the community and most of these facilities are presently underutilized.

Since the early 1950s, Central Point has demonstrated its attractiveness for new development and urban growth and has attracted a disproportionate share of immigration to the Rogue Valley. During the past three decades, the City has grown at a rate nearly twice that of the County and, in recent years, the rate has actually increased to a level of approximately six percent annually. This growth history can be attributed to the City's ideal physical location, along with its ability to accommodate growth pressures in the most efficient manner. With

increased restrictions on new development in rural areas of the County, the locational benefits enjoyed by Central Point will result in development pressures greater than experienced by most other communities.

Economic growth has not kept pace with residential growth in Central Point and the City realizes that it has been playing the role of a "bedroom community" to the commerce and industry of nearby Medford and White City. In order to correct this imbalance, the Comprehensive Plan gives a greater emphasis to commercial and industrial growth while providing for continued residential growth, but at a lesser rate of approximately 4.7 percent annually to year 2000. It is important that Central Point continues to accommodate its fair share of the County's new residents and to best utilize the existing facilities and locational advantages it has to offer.

In order to accommodate the projected and anticipated population growth, Central Point will require 968.15 acres of "buildable lands". To achieve this, a total of 1,053.76 acres have been included in the urban growth boundary and have been designated for "residential" use. The Housing Section of this Plan has projected the City's housing needs to year 2000 by housing types and densities. It was determined that the City will need 2,506 low-density dwellings to accommodate the increase in population. These units will consist of a combination of conventional single-family homes of varying cost levels, and manufactured or factory-built dwellings. A need for 579 medium-density dwellings will be needed and will consist of duplexes, lower-density multi-family owner and renter units, such as condominiums, etc., and modular or factory-built homes. There will also be a need for 692 additional high-density dwellings, including apartments, condominiums and mobile home parks. The UGB has been designed to accommodate the projected growth of the community and to include non-residential, but related, uses such as churches, hospitals, quasi-public buildings, parks, schools, and other uses that commonly locate in residential zoning districts. The specific dwelling and acreage needs for housing are included in the Housing Section, Page V-27.

2. Need for housing, employment opportunities, and livability.

Central Point's 1980 population was 6,357 with another 1,000 or more residents living within the urbanizable area. Over the next twenty years, the City expects to accommodate another 8,600 residents, or a total of about 16,000.

The Comprehensive Plan has been designed to provide the greatest possible opportunities for a variety of housing types and cost ranges while providing for the stated needs

as outlined in the Housing Section of the Plan. Central Point generally has a higher than average level of median income, housing values, rental rates and "middle-class" young families. There is a need for a greater variety of housing types, sizes, and costs to provide opportunities for all economic segments of the community. The Housing Section has provided for this variety and flexibility.

In addition to the acreages allocated to meet the housing needs of the community, Central Point is also taking steps to correct a serious deficiency of commercial and industrial development, which has caused a drain on the inadequate tax base of the community. At the present time, the City has only 25.6 acres of developed industrial land. Another 110 acres exist within the urbanizable area and will be added to the community as it expands. Vacant industrial land within the City is virtually non-existent. The Plan will provide an additional 215 acres for future industrial development, aimed at a ratio of about 20 acres per 1,000 population.

The City presently has about 35 acres of developed commercial property. There are another 21 acres in the urbanizable area. The Plan provides for additional commercial growth in key locations to (1) provide neighborhood convenience shopping, (2) provide for the development of highway-related development, (3) stabilize the central business district, (4) establish a buffer of lower-intensity service and office uses between the downtown business district and adjacent neighborhoods, and (5) provide for higher intensity commercial development east of the freeway for needed tourist-related facilities supportive of the Expo Park and business office development to accommodate the regional needs of the business sector in close proximity to the freeway and airport. The City has adjusted its zoning ordinance to provide for five distinct zoning districts related directly to the five objectives stated above.

The combination of better overall housing balance, new and expanded commercial and industrial development opportunities and the resulting improvements to the tax base of the community, are designed to increase the economic condition of the community, provide new employment and shopping opportunities, and ultimately increase the livability of the community overall.

The acreages of each specific land use that is proposed by this Plan are outlined on page XII-31 of this document. The total acreage within the UGB that is needed to provide the necessary comprehensive balance of all land uses is 2,736.83 acres. All land use projections are based on adopted acreage or proportional standards or other stated acreage needs, as described throughout this Plan document.

3. Orderly and economic provision for public facilities and services:

With the exceptions of "fill-in" and industrial development west of the City, the primary direction of future growth will be toward the east to Table Rock Road. A major reason for this direction was the availability of needed public facilities and services on the east side of the freeway. Water and sewer facilities are available, as are the public roads that will serve as the backbone for further development of the arterial street system.

The Comprehensive Plan promotes the phasing of development and annexations in an orderly manner consistent with the City's ability to provide or otherwise ensure the proper provision of facilities and services. If it is determined that such facilities and services cannot be provided for a proposed development, that development will not occur until the facilities can be provided. Provisions in the implementing ordinances of Central Point also help ensure that all new developments are adequately served. Policies included in the City/County Urbanization Agreement also address this issue and help to ensure the orderly and economic provision of public facilities and services as development occurs.

4. Maximum efficiency of land uses within and on the fringe of the existing urban area:

Land uses and street patterns are well established within the existing urban area of Central Point. However, there are opportunities for improvements to the circulation system, to the downtown business district, to older residential neighborhoods, and to other areas. Recommendations for such improvements are included within the appropriate Plan elements.

The Central Business District is intended to remain the commercial focal point of the community. It is centrally located, easily accessible, and will be intensified but not physically expanded. Surrounding the business district, a service and office district will provide a transitional area into the residential neighborhoods and will include lower-intensity commercial uses that are compatible with the adjacent residential uses. The Zoning Ordinance has been revised to ensure this compatibility in what is the C-2 (Limited Commercial-Professional) zoning district. Commercial efficiency will also be enhanced through the provision of strategically located neighborhood convenience shopping districts and a new commercial-medical district adjacent to the hospital for the future development of hospital-related medical uses.

Tourist and major businesses will be located east of the freeway in close proximity to the areas they will serve, specifically the airport and Expo Park, with ease of access provided by the I-5 Freeway and East Pine Street. Commercial efficiency is vitally important to the future growth and development of the community. The Plan will help ensure that those sites that are available for development will eventually be used for the most appropriate uses and that the highest levels of compatibility are maintained. The Zoning Ordinance and Map, which is consistent with the Plan, will implement these objectives.

By planning for future neighborhood units, rather than simply continuous development, fringe areas will always be a part of a larger "neighborhood". Ultimate development of the neighborhood will result in the proper proportions of schools, parks and recreational facilities, streets, local shopping, and other community services. Compatibility of land uses is a major consideration of the Zoning Ordinance and its lists of permitted and conditional uses in each zoning district. Uses that may exhibit any offensive or incompatible characteristics are subject to Planning Commission review prior to approval to ensure compatibility.

Transportation and energy efficiency are also important considerations throughout the Central Point Comprehensive Plan and were instrumental in the establishment of the Urban Growth Boundary. Orientation of the community around the major transportation facilities and the location of higher density development in close proximity to the major arterial streets will maximize both energy and transportation efficiency throughout the community. This will also keep unnecessary automobile trips to a minimum and will maximize the ridership potential for future mass transit service.

5. Environmental, energy, economic and social consequences:

By far the most valuable environmental feature of the Central Point area is the Bear Creek Greenway, its visual and aesthetic values, and its value as a wildlife habitat. A recreational trail system is proposed along the Greenway that could connect all the communities from Central Point to Ashland. Small sections of the trail are already completed. The Greenway will become an important recreational and natural asset to the community and is discussed in considerable detail in the Environmental Management Element of this Plan document.

Two other creeks, Jackson and Griffin, also pass through Central Point and are provided for in the Plan. In some cases, these creeks can be protected by zoning setback requirements. In other cases, the Planning Commission

will require dedication of creek frontage lands as a requirement of new subdivisions, as provided for in the City's Subdivision Ordinance. The overall intent is the preservation of these natural features in their original state with minimum impact by urban development.

Because of Central Point's convenient location and easy access to major shopping and employment centers, future residents of the community will drive less, have better access to mass transit (bus), will be able to walk or bicycle to many locations of interest and, as a result, will contribute to a more energy efficient community. Energy-related provisions in the Comprehensive Plan will help to assure that new development is properly oriented on the site to maximize the solar potential and is adequately weatherized. Such concepts as cluster development, zero lot line development, attached housing and other possibilities that help to utilize energy more efficiently are included in the Energy Utilization Element and other elements of this Plan. Implementation of these energy strategies are gradually being woven into the City's development ordinances and guidelines.

The expansion of industrial development and encouragement of new commercial businesses will significantly improve the economic condition of Central Point by providing new shopping and employment opportunities as well as greatly needed new tax revenue.

Central Point residents already enjoy a wide range of cultural and social opportunities within and outside of their City. Improved shopping areas, parks and recreational facilities, and other local facilities will tend to encourage social interaction and provide a heightened feeling of community identity and pride.

6. Retention of agricultural land as defined, with Class I being the highest priority for retention and Class IV the lowest:

Being located along Bear Creek and within the agricultural portion of the valley floor, Central Point could not grow without consuming some agricultural lands in the process. The Urban Growth Boundary was established to include lands that are least desirable for agriculture or are already committed to non-agricultural uses. Generally, the lands that are most productive and have the greatest future agricultural potential are located to the west of the UGB and will be protected from further westward urban expansion beyond the year 2000.

Much of the eastern portion of the UGB (east of Bear Creek) is in an area of varied and marginal soils and

a mixture of non-agricultural uses, especially along Table Rock Road and extending toward the northwest.

The urbanizable area east of the freeway contains a total of about 758 acres. Of that total, less than half (43%) is presently in agricultural use. Much of the agriculture in this area consists of old orchards that are seriously impacted by old age; declining production, poor soils, adjacent residential and commercial development, major streets and highways, and other urban impacts that are growing within the narrow strip that separates Table Rock Road and the airport from Bear Creek, Expo Park and the freeway to the west.

The value of these lands for continued agricultural purposes is doubtful, according to local farmers who have first hand knowledge of the soils and their future potential. Many of the older farms have already been subdivided and rural-residential uses are scattered throughout the area, usually on wells and septic systems. Past land use policies and practices have allowed this urbanization to creep into this area, causing land use conflicts, circulation and access problems, and the discontinuance of farming by many of the land owners.

Because of these findings and similar testimony at the public hearings, it was decided that these lands east of Bear Creek are more valuable and appropriate for urban uses than for continued farming. Establishing Central Point's UGB along Table Rock Road (also Medford's UGB) will result in the most efficient use of existing transportation, water, sewer, and other facilities in the area and will help to promote the redevelopment and improvement of an area that is already partially urbanized and contains approximately 1,000 residents.

The best agricultural lands east of Bear Creek are located south of East Pine Street and consist mostly of newer orchards owned by Bear Creek Corporation (Harry & David). To exclude these lands from the UGB would create an undesirable county island completely surrounded by the Central Point and Medford UGBs and impacted by the urbanization of both cities. Also, these 88 acres have been included in the overall calculations of land needs and are proposed for light industrial and residential uses. Recognizing that these orchards are unique, the City and Jackson County included policies in the Urbanization Agreement that will effectively protect these lands until at least 1995, and possibly beyond. Although these orchards may be in the path of development, they will be buffered and otherwise protected and these policies will also help keep the development pressures to a minimum while the farm activities continue.

On the western side of the UGB, specifically west of Grant Road, the soils and parcel sizes are most suitable for continued agriculture. By establishing the UGB along Grant Road, the City can effectively define the western limits and halt future westward growth, while allowing some in-filling of lands between the present City limits and Grant Road. Much of the farmland lies adjacent to proposed industrial lands west of the railroad. It is felt that industrial uses are, in most cases, the most compatible urban uses and, in some cases, may be directly related to or supportive of the agricultural industry. The location of future industrial development in this location will minimize future pressures for urban development in a westward direction and will provide a greater assurance that farmlands west of the City will be preserved.

The retention of high quality agricultural lands was a primary consideration in the establishment of the Urban Growth Boundary. However, it had to be weighed against all other statewide planning goals and against the needs and desires of the Community. Through the UGB development process, many acres of agricultural land were taken out of the UGB, including several hundred acres between the City and the Seven Oaks Interchange, which was included in previous UGB proposals. Those agricultural lands that were finally included within the UGB were those that were considered to be most essential for the development of the community over the next twenty years, based on a number of criteria that were discussed repeatedly at study sessions and public hearings over a period of several years. High quality agricultural parcels of sufficient size and shape to ensure their continued productivity were excluded from the UGB whenever possible, and provisions in the Plan and implementing ordinances will help to ensure that these lands are protected from future adverse urban impacts.

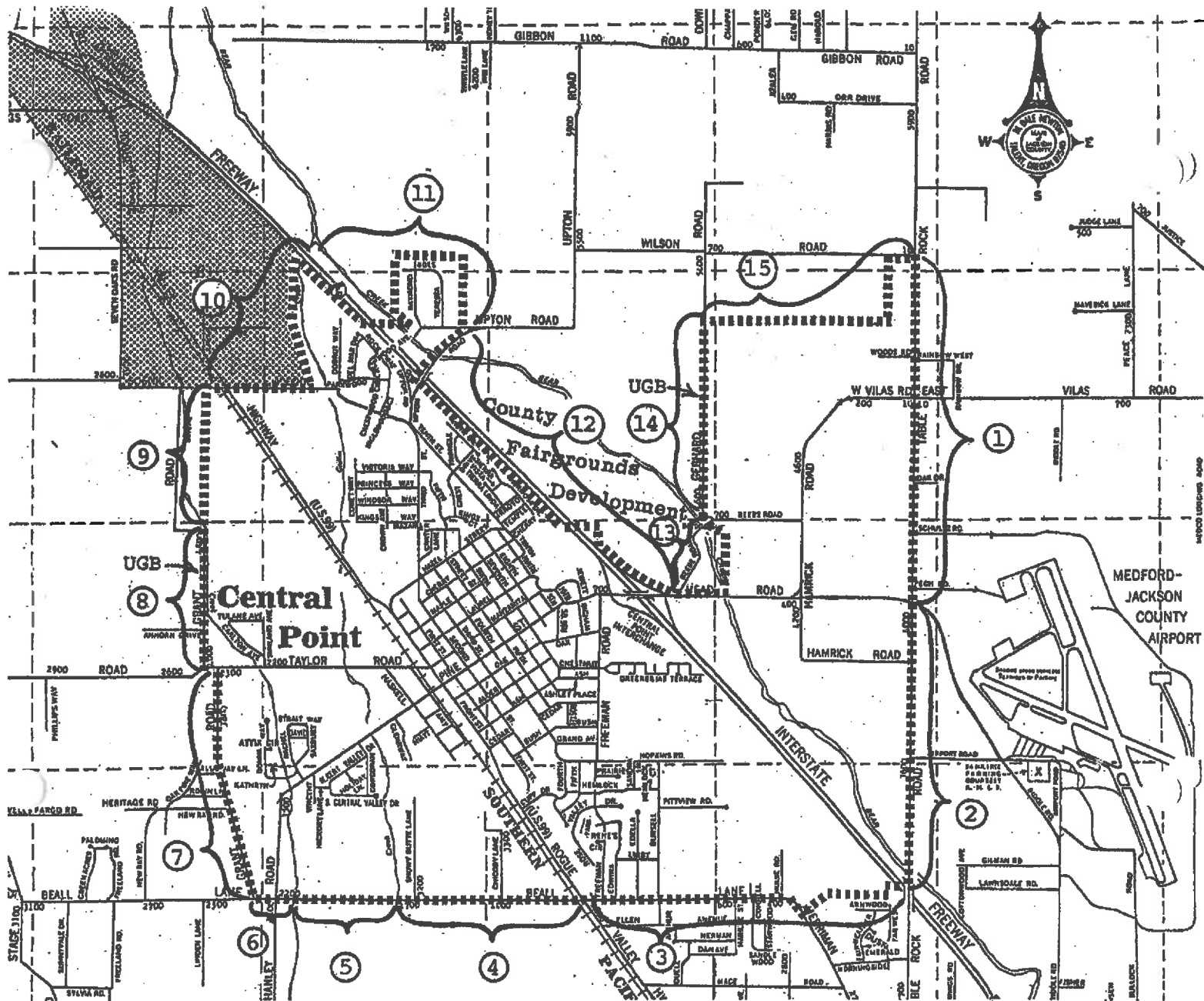
7. Compatibility of the proposed urban uses with nearby agricultural activities:

The following is a description of the level of compatibility between urban and agricultural lands along the perimeter of the Central Point UGB. The descriptions are numbered and keyed to the "Boundary Segment Map" that follows:

- ① Segment #1 of the UGB follows Table Rock Road and abuts Medford's UGB to the east. Land uses east of this boundary segment are proposed primarily for airport-related and mixed use development, which will be compatible with Central Point's proposed commercial and industrial uses west of the arterial.

- 2 This segment also abuts Medford's UGB and its proposed urban uses to the east of Table Rock Road. There will be no need for agricultural buffering.
- 3 The area south of this segment of Beall Lane is already developed for residential uses and is within Medford's UGB.
- 4 Agricultural lands and a portion of Medford's UGB lie to the south of this segment of Beall Lane. Industrial and residential development has already occurred on the north side of Beall Lane. The street itself provide separation from the agricultural fields to the south and no additional buffering is necessary or appropriate in this location.
- 5 High quality agricultural lands lie to the south of this 1,900 foot segment between Griffin and Jackson Creeks. Most of the land north of Beall Lane is already within the Central Point City limits and proposed for low density (R-1) residential development. Although some separation is provided by Beall Lane, additional buffering will be provided as a requirement of any future subdivision within this area. Policy #6 on page V-35 of the Housing Element requires an adequate buffer between all residential and rural uses on the periphery of the UGB. Policy #8 on the same page would increase the effects of such a buffer by orienting the neighborhood inward and away from the non-urban use. Odor and spray drift problems would be minimal in this location because of prevailing north winds. Also, there are no public facilities or other points of interest to the south that might cause pedestrian trespassing in the agricultural lands.
- 6 This short segment between Jackson Creek and Grant Road is presently developed for residential uses within the UGB and similar rural-residential development exists to the south.
- 7 This segment between Beall Lane and Taylor Road follows Grant Road. Areas to the east of Grant Road are immediately outside the City Limits of Central Point and are presently in small-acreage rural-residential uses and "hobby farms", with most of the homes located along the Grant Road frontage. Similar uses exist along the west side of the UGB and the City's proposed low-density residential neighborhood in this area will not have an adverse impact on agricultural lands. No buffering is needed.
- 8 The southern portion of this segment is already developed for residential uses, both within the UGB and outside. The northern portion is separated by Grant Road and the natural corridor of Jackson Creek which includes trees and extensive vegetation. Any new residential development within the UGB will be oriented inward and physically separated from agricultural uses to the west of Grant Road. Nearly all the vacant lands along this segment are proposed for industrial uses with very limited opportunities for additional residential development.

- 9 This entire segment of the UGB defines the western boundary of a large industrial area which will be oriented eastward toward the railroad and Highway 99. A 500 foot wide strip of rural-residential uses outside the UGB provides an additional buffer between the UGB and Grant Road to the west.
- 10 Croplands and high quality agricultural soils exist in the general area north of Scenic Avenue. However, these lands are already separated from the UGB along Scenic Avenue by 450 foot deep rural-residential homesites that will provide adequate buffering and a transition between the urban and rural uses. North of Scenic Avenue, Griffin Creek and its natural environmental corridor provide an effective buffer between the agricultural lands outside the UGB and the large lot residential neighborhood inside the boundary.
- 11 This segment of the UGB takes in the Boes subdivision, which is an existing small neighborhood of single-family homes on the east side of the freeway. These homes have been in existence for a number of years, are on large lots, many have large gardens and animals, and the area is generally compatible with the surrounding farmlands.
- 12 This segment lies along the I-5 Freeway with the County's Exposition Park to the east. Nearly the entire segment is developed for urban uses on the inside of the UGB, which coincides with the City limits.
- 13 This segment follows East Pine Street, crosses Bear Creek and follows Bear Creek northward to Beebe Road. Any existing agricultural uses outside the UGB in this area are within the County's proposed expansion plans for the fairgrounds and any buffering in addition to that already provided by the Greenway will not be necessary.
- 14 Gebhard Road forms the UGB along this segment with agricultural lands between the UGB and Bear Creek. Some clustered and some scattered rural-residential development has already occurred along Gebhard Road and much of the farmland has not been used recently and is considered vacant, although it will remain available for agricultural uses. The City has proposed the location of a future junior high school along this segment to provide additional open space and distance separation. South of the school site, the Comprehensive Plan and Zoning Maps propose Farm-Residential zoning which will further lessen any potential for adverse impacts on farmlands and will act as a transition zone. The combination of the school and R-F zoning will also reduce the effects of noise, dust, odors, etc., from the Expo Park activities, particularly during the summer.
- 15 All areas north of the UGB along this segment are already in non-agricultural rural-residential uses and will be compatible with the urban uses proposed within the UGB.



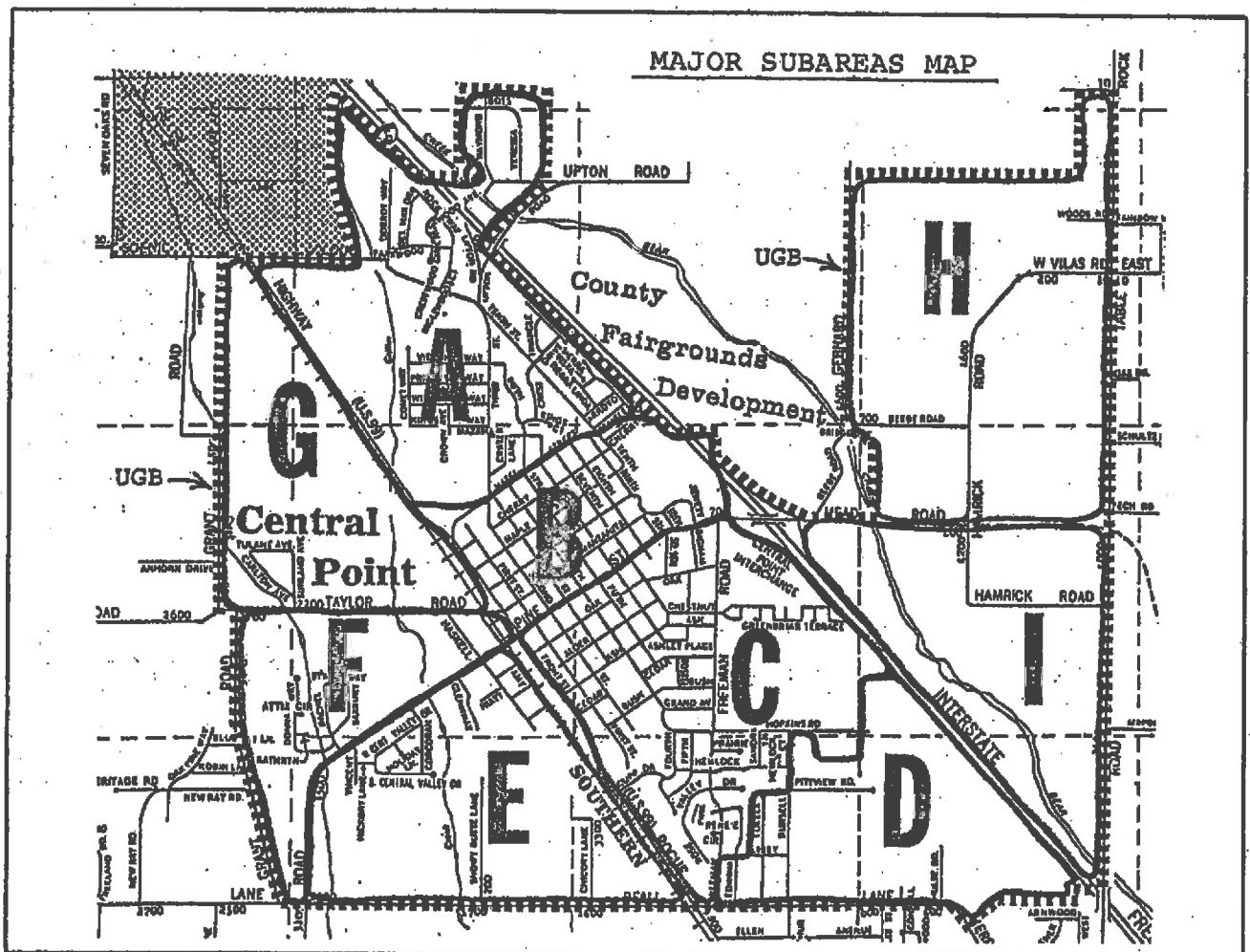
Central Point
Urban Growth Boundary
BOUNDARY SEGMENT MAP

Refer to segment descriptions beginning
on page III-11 of this Element.

SUBAREA DESIGNATIONS

Throughout the planning process that was used in the development of the Comprehensive Plan and Urban Growth Boundary, extensive and specific land use, housing, population and other types of data had to be assembled and analyzed. To facilitate this task, the City and its urbanizable area were divided into nine major subareas which were designated "A" through "I". These areas were delineated by existing major streets or highways or by major tax lot lines. The map below shows the locations of these subareas.

Each of the major subareas was further divided into a total of 72 minor subareas for more detailed data tabulation. These were given numerical designations (A-1, A-2, A-3, etc.), with the letter identifying the parent major subarea. Again, these minor subareas followed roads, property lines or other physical features. In no case did a minor subarea cross either the UGB or the City limit line. Therefore, totals could be calculated for areas within the City only, or within the urbanizable area only. Many of the tables found at the end of this element utilize this format for the data presentations. The more detailed maps are at large scales and kept at the City's planning department as background information.



BUILDABLE LANDS INVENTORY

"Buildable Lands" are generally considered to be lands in urban or urbanizable areas that are suitable, available, and necessary for residential use, as required to meet the requirements of Goal #10 (Housing).

The key terms in the definition are "suitable" and "available". Central Point has inventoried all lands within its City limits and throughout the urbanizable area. That inventory determined all acreages that are developed or otherwise committed to various land uses and will probably not be available for residential development between now and year 2000. Lands considered to be "unuseable" may include lands that are publicly owned, located in geologically hazardous areas such as flood plains, scattered small parcels that are difficult or impossible to develop, etc. The Central Point urbanizable area contains no hills or steep slopes and all significant flood plain areas are located within the Bear Creek Greenway and not available for residential uses. The majority of "vacant" lands were found to be suitable for residential development in those areas proposed for such use. The more important question was whether or not the lands were "available". Those lands in public ownership or proposed for acquisition for public uses were not considered available; however, lands protected for agricultural purposes through 1995 by the City/County urbanization agreement were evaluated for their ultimate potential during the planning period.

Another consideration in determining "buildable lands" was the City's ability to provide all necessary urban level services and facilities to the areas as they develop. The general direction of urban growth for Central Point is eastward toward Medford and toward Table Rock Road. Since the Plan calls for the in-filling of this area between Central Point and Medford, the necessary urban facilities and services will come from the west and the east, since some facilities are already east of the freeway and will be readily available for development, including sewer and water and most arterial streets. This will not only make urbanization possible, as planned, but also make it more economically feasible and energy efficient. Also, in most cases, the major costs and responsibilities for public improvements will be borne by the developers who create the needs for those facilities as growth occurs.

The 1980 Land Use Inventory found that 648.7 acres were being used for residential purposes. The City's 2,038 dwellings were within these areas for an overall "net" (no streets, etc.) unit density of 3.1 dwellings per acre overall. By year 2000, the City has determined it will need 6,182 dwellings to accommodate the projected population and has allocated sufficient land areas to provide for the new growth and development that is expected to occur. This acreage determination was based, in part, on the projected housing needs by types of dwellings, as outlined in the Housing Element of the Plan.

BUILDABLE LANDS INVENTORY

	BUILDABLE LANDS		NOT SUITABLE OR AVAILABLE	TOTAL ACREAGE
	CURRENTLY VACANT	TRANSITIONAL		
WITHIN CITY LIMITS	135.30	-----	970.40	1,105.70
IN URBANIZABLE AREA	164.95	803.2	662.98	1,631.13
TOTAL:	300.25	803.2	1,633.38	2,736.83

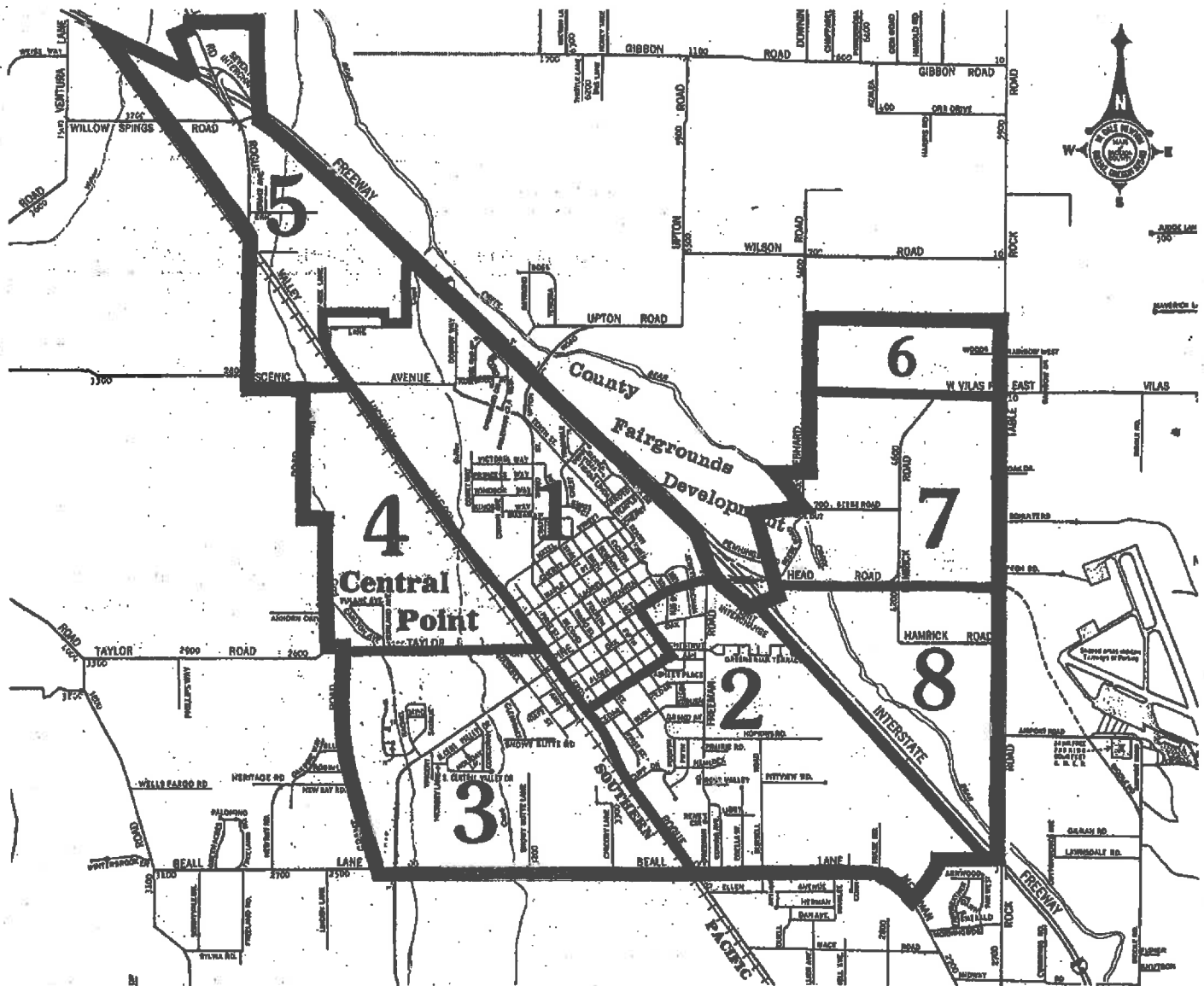
NOTE: CURRENTLY VACANT — Lands that are not being used for any particular purpose at the present time and do not appear to be committed or otherwise not available for development.

TRANSITIONAL — Lands that are presently in an agricultural or other rural use, or in a type of use that is not in conformance with the Comprehensive Plan and that is expected to be phased out or redeveloped during the planning period. These lands were found to be suitable for the proposed development and any existing development is not substantial or of significant value that might create an obstacle to planned development.

NOT SUITABLE OR AVAILABLE — These are lands that are already developed for uses that are consistent with the Comprehensive Plan or for uses that are substantial or of a high enough value that they are expected to remain through this planning period. This category also includes those lands that are in public ownership or proposed for public acquisition and will not be available for urban residential uses, including the Bear Creek Greenway and floodplains.

PLAN/ZONING OF BUILDABLE LANDS

	BUILDABLE ACREAGE	PROPOSED PLAN/ZONING DESIGNATIONS
WITHIN CITY LIMITS	135.30	84.3 ac. — Residential 51.0 ac. — Non-residential
IN URBANIZABLE AREA	968.15	731.9 ac. — Residential 236.3 ac. — Non-residential
TOTAL:	1,103.45	816.2 ac. — Residential 287.3 ac. — Non-residential



**AVAILABLE LANDS SURVEY
SUBAREA MAP**

NOTE: The boundaries of this map were based on a previous UGB proposal that has since been reduced in size. The data derived from the survey covers the present UGB and can still be used for specific area studies.

LAND USE INVENTORY

To supplement the data obtained through the Available Lands Survey, a very detailed Land Use Inventory was conducted in August, 1981, with staff assistance provided by RVCOG and by Jackson County. All existing land uses within the (then proposed) urbanizable area were categorized, mapped, and tabulated by acreage -- to the nearest one-hundredth of an acre.

The following is a description of the methodology, and a summary of the results of this inventory, broken down by subareas, as illustrated on the map on page III-15 of this element.

Methodology:

All lands outside the present Central Point City limits and within the proposed Urban Growth Boundary were inventoried and mapped, using the following materials:

- County Assessor's Maps
- Aerial Photographs (1"=400')
- Jackson County Land Use Maps
- Visual Field Survey

Land uses were categorized as follows:

- Commercial
- Industrial
- Agriculture
 - Crops
 - Orchards
 - Pasture/Grazing
 - Other Agri. Uses
- Public/Quasi-public
- Residential
- Streets
- Vacant

Tables in the appendix of this element entitled "Central Point UGB Land Use Inventory" contain a complete compilation of all the above land uses within the urbanizable area. These statistics supplement the Land Use Inventory of all areas within the City, which was completed in 1980 and is discussed on page II-5 of this document.

The location of property lines was secondary to actual area of use in this inventory. For example, a tax lot that was predominantly commercial was not mapped as being totally commercial. Only that portion that was actually in commercial use was shown on the land use map and tabulated as commercial. The remaining portion of the tax lot was mapped according to its actual use.

Agricultural lands were also mapped according to actual use. If a farm-related residence was located on a tax lot that was predominantly agricultural, the residence was tabulated as residential. The reasoning behind this goes beyond the land use inventory. When agricultural lands are partitioned, subdivided, or otherwise divided for other non-agricultural uses, the residence often remains a residence. The majority of farm residences within the urbanizable area are in sound condition and have a considerable life expectancy remaining. In the process of determining available lands and future development, all dwellings having a reasonable life expectancy of at least another twenty years were figured into the dwelling unit projections for the future. Those dwelling units that are presently deteriorating rapidly, are obviously sub-standard, or are in areas proposed for future non-residential use were tabulated as existing residential uses but were not included in future residential projections.

Public/quasi-public land uses include parks, public open space, a cemetery, churches, and other similar land uses. A total of about 83 acres are presently in these types of uses within the urbanizable area.

Residential uses vary from small tax lots to large rural residential parcels of one to five acres. All areas within the UGB will eventually be developed to urban densities and tax lots larger than one acre are not considered urban in scale. Therefore, all dwellings on large lots were mapped and tabulated according to the portion of the parcel that is actually in the residential use. In most cases, this amounted to less than one-half acre. The remainder of the lot was put into one of the other categories, as appropriate. It is anticipated that future urban development that will occur upon annexation to the City will be at urban densities and that most of the existing large residential lots will be consolidated, redeveloped, or otherwise altered to provide for the more appropriate densities.

Vacant lands include only those lands that are obviously not in any particular use. If there was any indication that an area had been used for grazing recently or was temporarily lying fallow, it was placed in the appropriate agricultural category. A considerable amount of the 227 vacant acres was found in portions of lots that were partially used for another land use. In some cases, lands are probably being held for speculative purposes or for later development or expansion of an existing use. However, these are assumptions and to assume the intent of a property owner was not within the realm of this inventory. An area that appeared to be vacant was mapped as vacant land.

Existing Land Use Summary:

The following is a summary of the existing land uses in the areas between the existing City limits and the Urban Growth Boundary of Central Point. This discussion is broken down by major subarea, as shown on the map on page III-15.

Subarea "A"

This subarea is mostly within the City limits of Central Point and developed for low-density residential uses and a junior high school. The northwest portion of the subarea to the intersection of Highway 99 and Scenic Avenue consists of about 57 acres and is used primarily for agricultural and rural residential purposes, with 15 homes in the area. This area has excellent street and highway access, is close to the junior and senior high schools, and is within easy walking distance of the proposed major industrial area west of the highway and railroad. Considering the existing residences, location, access, and surrounding development, this area has been proposed on the Comprehensive Plan for low and medium density residential development, which would provide for a year 2000 total of about 103 low-density dwelling units and 64 medium density units. An elementary school site is also proposed within this area. Ten acres has been calculated for this site, but a specific location is not proposed.

Another portion of Subarea "A" that lies outside the City limits is at the intersection of Upton Road and Tenth Street. This 13.6 acre area is surrounded by the City and urban development on three sides and the freeway on the fourth side. It is presently used for limited grazing and is proposed for a neighborhood convenience shopping center to serve the northern portion of the community. The Transportation/Circulation Element of this Plan also proposes that a portion of this area be reserved for a future Upton Road/I-5 Freeway limited interchange.

Subarea "A" was extended east of the freeway to include approximately 40 acres, including the Boes subdivision, at the request of the County Commissioners. This small subdivision (27 homes) has been in existence for a number of years and is experiencing water quality problems. The primary purpose of including this area within the UGB is to recognize the existing level of urban development and to provide the option of annexation to the City, if necessary, to receive water service. (This subdivision was anneded to the City in April, 1983.)

Subarea "B"

This subarea is entirely within the City limits and was not included in this inventory of the Urbanizable Area.

Subarea "C"

The only portion of this subarea that is not within the City limits is minor subarea C-6, consisting of approximately eight acres in a long narrow strip extending from the freeway right-of-way to Freeman Road.

Three dwellings are located in this area and the remainder is vacant and available for future development. The area lies immediately north of a 100 unit mobile home park and is proposed on the Plan as part of a larger Tourist Commercial district at the southwest corner of the Pine Street/I-5 Freeway Interchange.))

Subarea "D"

This area is located southwest of the City and west of the freeway. It meets Medford's UGB at Beall Lane on the south. There are 119 dwelling units in this 250 acre area. Most of these are located on large lots and, in most cases, utilize only a small portion of the lot. Slightly more than half of this area is in agricultural uses, primarily crops and pasture. Much of this agricultural land is part of the dairy farm that is located at the extreme southeast corner of the UGB. This farm has gradually become surrounded by urban uses and the owner is in the process of moving the operation to a more suitable outlying area, which should ensure the availability of this area for future urban uses.

This general area has good access via Beall Lane and Merriman Road and the Comprehensive Plan proposes a major extension of Hopkins Road to intersect with Merriman and Beall, which would provide more direct access into the downtown area of Central Point and to the freeway. This area is also important to the development of a balanced neighborhood in southeast Central Point. The Plan calls for a total of 482 low-density dwelling units and 268 medium-density units in this general area. The Plan also provides for an elementary school site (not specific) and a ten acre neighborhood park within this area.))

Subarea "E"

This subarea is mostly within the City limits and is located south of West Pine Street and west of Highway 99. Two major subareas, E-6 and E-8, are in the urbanizable area and total about 97 acres.

Subarea E-6 lies along the railroad tracks and Highway 99. It is primarily in industrial uses, including sawmills, log decks and related wood products processing facilities. Only about 17 acres in this area are considered available for future industrial uses, as proposed on the Comprehensive Plan.

Subarea E-8 is about 29 acres in size and located northeast of the intersection of Hanley Road and Beall Lane. About two-thirds of this area are presently in agricultural uses which are mostly small individual "hobby farm" operations related to the seven existing residences. The Plan calls for low-density residential development in this subarea with a small neighborhood commercial facility at the major intersection (which already exists in the form of a small store) to serve the needs of the neighborhoods in this portion of Central Point and the relatively heavily populated County areas to the southwest.))

Subarea "F"

About 86 acres of Subarea "F" are outside the City limits. The 35 acres between Hanley Road and Grant Road contain a combination of rural residential and limited agricultural uses, with small acreages in crops and pasture. There are also 17 dwellings in this area, all single-family homes on large lots and usually with a related small agricultural use of some kind. Considering the retention of all the existing homes, this area's availability for urban uses could accommodate a total of 93 low-density dwellings.

The portion of Subarea "F" that lies just south of Taylor Road includes a newly constructed large church, a 42 unit mobile home park, and at least ten single-family homes. The general area is proposed on the Comprehensive Plan for low-density single-family home development and would accommodate approximately 115 dwelling units, including the 52 that are already there.

Subarea "G"

This area consists of about 280 acres north of Taylor Road and west of Rogue Valley Highway (Hwy. 99). All but about 13 acres are in the urbanizable area. The predominant land use in this area at this time is agricultural crops which total 115 acres. This farmland has been experiencing a wide variety of problems, as documented earlier in this element and also in Section II of the Plan (Planning Area Characteristics). Planning studies and testimony of agriculturalists and property owners determined that this area would be more valuable and appropriate for urban uses than for continued farm uses. A developed subdivision is located at the Grant Road/Taylor Road intersection and includes most of the 47 single-family homes that exist in this subarea. The Plan proposes a total of 241 low-density dwellings and 98 medium-density units by year 2000 within Subarea "G".

This subarea is also the site of Central Point's proposed major industrial expansion area. This site is adjacent to the rail facilities and Highway 99 and has easy access to the freeway. The proposed industrial site is presently in marginal agricultural use and considered available for development as proposed.

Subarea "H"

This subarea is entirely within the urbanizable area and includes all lands west of Table Rock Road and north of East Pine Street. Approximately half of the total 490 acres is in agricultural use, including about 48 acres of older orchards that are nearly surrounded by non-agricultural uses and are adversely impacted by a wide variety of physical and locational problems. This subarea contains 69 dwelling units, of which 21 are mobile homes. Although there are some concentrations of rural residential uses, many of the homes are distributed throughout the area, mostly along the major roads.

Areas along Table Rock Road include a mixture of residential, commercial, and industrial uses, with a significant amount of underutilized or

vacant land. This subarea also includes at least two churches, a cemetery, a popular historical restaurant, and other urban uses scattered throughout the remaining agricultural areas. Inclusion of this area within the UGB will provide for a wide variety of needed urban uses, including a light industrial area along Table Rock Road, neighborhood convenience commercial sites at two major intersections, tourist commercial and office development along East Pine Street, a ten acre public park, an elementary school site, a junior high school site, 925 low-density dwelling units, 113 medium-density units, and 269 high density units. It is projected that Subarea "H" will eventually accommodate nearly 3,300 Central Point residents.

Subarea "I"

This subarea includes 281 acres, all of which are in the urbanizable area east of the freeway and south of East Pine Street. The area now contains a mixture of commercial, industrial, agricultural and residential uses. Approximately 37 percent of the area is presently in agricultural use. Most of this is comprised of orchards with some crop and pasture lands. About 88 acres of good quality Harry & David orchards exist southwest of the East Pine/Table Rock Road intersection. Specific policies have been incorporated into the City/County Urbanization Agreement to ensure that these orchards are protected and are not considered for urban development until at least 1995.

Commercial businesses are located near the Pine Street/I-5 Freeway Interchange and the 46 acres of industrial uses are located south of East Pine Street and include a State Highway Division maintenance yard and paving and gravel operations.

Minor subarea I-2 contains only lands that are within the Bear Creek Greenway Corridor and proposed for acquisition by the County, or already in County ownership. Approximately 25 acres of industrial uses (gravel) are located within the Greenway area and are expected to be phased out over the future years.

Inclusion of this major subarea within the Central Point UGB is necessary for the completion of a balanced neighborhood on the east side of the freeway, which, in turn, is necessary to accommodate the City's anticipated growth. This subarea will accommodate about 834 residents in more than 300 low- and medium-density dwelling units.

Summary

The Available Lands Survey and the Land Use Inventory provided the City with a detailed compilation of all existing land uses in the urbanizable area, to supplement similar data that was prepared earlier for all areas within the City limits.

The Urbanizable Area contains 1,580.65 acres. This land is needed by the City to provide for future growth and development to accommodate an anticipated year 2000 population of 16,000.

Approximately half of the urbanizable area (50.9%) is presently in agricultural use, which is a considerably smaller percentage than found in any other area adjacent to the City. This is because the majority of the urbanizable area is located within the "wedge" that separates Table Rock Road from Bear Creek and the freeway. Within this wedge are urban roadways, commercial and industrial development, and scattered urbanization that houses approximately 1,000 residents. Most of the agriculture that remains consists of old deteriorating orchards, small "hobby" farms, and farmlands that are experiencing a wide variety of problems and adverse impacts, mostly resulting from the haphazard patterns of development that have been allowed to occur.

Commercial and industrial uses existing in the urbanizable area account for 8.6 percent of the total area and residential uses make up 16 percent. About 14.4 percent of the entire area was found to be in no particular use and was mapped as "vacant". Overall, the lands that are already developed or otherwise committed to urban uses within the urbanizable area total more than 35 percent of the area. Central Point's future growth potential lies in the remaining 65 percent of the land area that is presently vacant or in agricultural uses. A population growth of about 8,600 new residents will have to be accommodated within this 65 percent portion of the urbanizable area.

An overall summary of the Land Use Inventory data is provided on the first page of Appendix A, followed by a more specific acreage breakdown by minor subareas.

COMPREHENSIVE PLAN FOR URBANIZATION

The City of Central Point used a population-based growth projection for the year 2000 in determining its future land needs. The year 2000 projected population for the City is 16,000. Presently, the population of Central Point, according to the 1980 Census, is 6,357 and the estimated population within the urbanizable area is 1,048. After the final computations of the dwelling units and land uses, the actual "build-out" population of the City by the year 2000 would be 16,121, which is an increase of 8,718 (137.1%). Although this increase is significant, it was calculated at an annual growth rate of 4.7 percent as opposed to the City's historical rate of nearly six percent. This percentage increase over twenty years is also lower than the increases projected for five other communities in Jackson County.

Establishment of the Urban Growth Boundary was an integral part of work on the Comprehensive Plan. Because the Plan is population based, a total acreage figure was established, within which this population would be accommodated. Whenever the UGB was altered or modified, the change would ripple throughout the Comprehensive Plan, affecting total acreages, dwelling units, densities, and other land uses.

Criteria for the establishment of the UGB included the utilization of least productive or poor agricultural lands, creation of a straight-line boundary whenever possible, utilizing established roads or other physical features, and avoiding the creation of any isolated pockets or islands of non-urban uses that would be adversely impacted by surrounding urbanization. Also, the UGB had to be adequately served by the major transportation systems, had to have available (or potentially available) urban level water and sewer services, and had to be in a size and shape that would preserve existing neighborhood units and promote the future establishment of balanced neighborhoods.

Urban Growth Boundary Description:

The Urban Growth Boundary for Central Point contains a total of 2,736.83 acres generally extending from Table Rock Road on the east to Grant Road on the west, as shown in the Boundary Segment Map on page III-14. A discussion of the boundary's compatibility with agricultural uses begins on page II-11.

The Urban Growth Boundary follows Table Rock Road on the east side of the Interstate 5 Freeway northward to Wilson Road, which is north of Vilas Road. The Boundary then follows property lines westward to Gebhard Road, then south along Gebhard Road and the Bear Creek Greenway to Head Road (Pine Street). This defines the eastern portion of the urbanizable area which contains about 758 acres, 28 percent of the total UGB area.

The western portion of the UGB follows the freeway right-of-way north from the Pine Street/I-5 Interchange to Upton Road where it encloses the Boes subdivision and returns to the freeway. The Boundary then follows the present City limits line to Scenic Avenue, which it follows westward to a point approximately 300 feet west of Highway 99. From that point the UGB follows property lines and Grant Road in an almost straight line south to Beall Lane. The southern boundary follows Beall Lane eastward from Grant Road to Merriman Road, then follows property lines and the Medford UGB for a distance of about 2,200 feet to the freeway. The western portion of the UGB (west of the freeway) contains about 1,979 acres, more than half of which is presently within the City limits (56%).

The Land Use Element of the Comprehensive Plan provides a detailed description of the land uses within the Urban Growth Boundary, as proposed, by major type of use. This Urbanization Element is most concerned with the establishment of the Urban Growth Boundary, although the Plan's proposed land uses were a major determinant of the boundary's size and location. The following description of the Plan itself is included in this element to point out the overall relationship of the Plan to the UGB. For additional detail, refer to the Land Use Element.

Planned Residential Land Uses:

A table entitled "Year 2000 Projected Land Use Summary" follows this discussion. It shows all major proposed land uses according to the Comprehensive Plan and includes percentage breakdowns of all uses and major use categories.

A total of 1,281.30 acres are proposed for residential land uses within the UGB, including areas within the City limits. This represents about 47 percent of the total land area, will accommodate a population of 16,000, and calculates to be about 80 acres per 1,000 population. At the present time, about 58 percent of the City's total area is in residential use. The reduced proportion is due primarily to an increased emphasis on providing suitable sites for new industrial development, commercial expansion, a higher proportion of parks and recreational facilities, and higher residential densities throughout the community as a result of smaller lot size requirements and expanded opportunities for multiple-family developments.

Virtually all low-density areas within the City are already developed and some older neighborhoods are proposed to continue their gradual transition to medium or high densities over the next twenty years. These transitional changes have been estimated and included in the housing and population statistics. In no case will a total and complete transition occur to the maximum density allowed by the Zoning Ordinance within the next twenty years.

Low-density residential neighborhoods are generally proposed in outlying areas nearest the Urban Growth Boundary. The intent is

to minimize any potential urban/rural conflicts by limiting the density of development and numbers of residents in close proximity to the UGB. In addition to this, the Plan also intends to further "buffer" rural areas outside the UGB by orienting urban development inward, limiting access to the rural areas, and by providing distance separation as much as possible along the UGB. This is done, in part by having the UGB coincide with roadways to ensure a physical and visible separation of uses.

As pointed out during the description of the Land Use Inventory, there is already a considerable amount of existing rural residential development within the urbanizable area. This development, in many cases, will somewhat obstruct new development and make it more difficult to maximize the total density potential of new subdivisions. Most of these existing homes are very sound physically and will remain throughout the planning period. These homes will be integrated into future residential developments and their relatively large acreages would be reduced and made a part of the surrounding neighborhood.

Low-density land uses shown on the Plan map are comparable to the City's Residential-Farm zone (R-F), and Residential Single-family zone (R-1). The R-F is actually a rural/urban transition zone that is applied only in unusual situations where added buffering is necessary and where limited agricultural uses will not conflict with other urban uses. The only location in which the R-F zone is proposed is near the intersection of Gebhard and Beebe Roads on the east side of Bear Creek near the Exposition Park. This is intended to reduce the potentially adverse effects of the Expo Park fairgrounds and other activities that produce noise, dust, animal odors, etc. North of the R-F zone, the distance separation and direction of prevailing winds will minimize these impacts on residential areas east of Gebhard Road.

Medium-density areas are, in most cases, already established in several locations throughout the community. These areas are comparable to the City's R-2 (Residential, Two-family) zoning district, and are also consistent with the typical densities of modern mobile home parks, which are included under this density category. During the earlier planning stages in 1980, a fairly large portion of the older residential portion of the City was reduced from R-3 zoning to R-2 in order to preserve the older homes and the overall character of the neighborhood. This still allows some replacement and in-fill housing within the neighborhood without sacrificing the overall quality of the area. It will also allow more efficient use of many of the large lots that now exist in the general area north of Manzanita and south of Hazel Streets.

High-density areas are generally proposed only in close proximity to major transportation facilities, shopping and employment centers, schools, parks and recreational facilities. In most cases, they are located along major or secondary arterial streets to facilitate future mass transit service and to avoid unnecessary

through traffic in adjacent lower-density neighborhoods. The Plan calls for a total of 1,274 high-density dwelling units by year 2000. This is an increase of 115 percent over the 593 that now exist. This level of density in key areas is needed to provide housing alternatives and opportunities to develop lower-cost housing, which is a major objective of the Housing Element and reflected in other elements of this Plan also.

Residential need projections were found to be critically important in the development of the Urban Growth Boundary and Plan. As previously noted, the planning process between the City and Jackson County continued for about seven years before an agreeable UGB was developed. Much of the disagreement pertained to population and residential lands, since the residential category is about half of the total planning area. Through negotiations and compromise, the planning population for the year 2000 was reduced from 22,800 to 16,000 and the total area of the UGB was reduced from 5,600 acres to 2,736. During this process there was little change to the industrial and commercial lands. However, residential lands were reduced in acreage and increased in overall density to attain the final objective. The results are reasonable and not out of balance with the community or with comparable statistics of other communities.

Recognizing the importance of the residential land proposals, it should also be pointed out that this Plan is intended to remain flexible and will be amended whenever appropriate. Therefore, it is understood that the initial Plan will not prove to be the "perfect" or "final" Plan for Central Point. It should also be noted that residential and population figures and statistics can be very flexible in their application and that projections can be altered a great deal by changing a very minor factor. For example, if the overall residential density figure of 2.55 persons per occupied dwelling is changed by one-tenth to 2.65, it would alter the population projection by 600 people. Another example, if the actual future development resulted in a density of only one-half dwelling per acre greater than projected, the result would be a year 2000 population of about 1,630 more than projected. The point of this discussion is that our "best guess" today, regardless of the amount of documentation and study, will have to be monitored continuously and the Plan adjusted periodically to keep up-to-date with prevailing trends and change.

Planned Commercial Land Uses:

Comprehensive Plan commercial categories are directly consistent with the five commercial districts of the City's Zoning Ordinance. The City currently is very deficient in commercial land area, which totals about 35 acres (5.4 ac./1,000 pop.). The City has adopted a planning standard of 10 ac./1,000 pop. for the future needs of the community and has also planned for some additional commercial development along East Pine Street to serve regional needs related to the freeway, Exposition Park and the airport. The Tourist-Commercial/Office-Professional category is intended

primarily to serve these regional needs while benefitting the community economically.

Neighborhood convenience centers are planned to meet the everyday shopping needs and personal service needs of neighborhood areas. These centers will be within walking distance or bicycling distance of most residents and will help to decrease the number of automobile trips. Five such centers are proposed, four of which already exist to a limited degree.

The General Commercial Plan category corresponds to the City's C-2 (Limited Commercial-Professional) and C-3 (Downtown Business) zoning districts. The primary commercial center of the community will remain along Pine Street between First and Seventh Streets and the C-3 district is intended to strengthen this "core" area. The lower-intensity C-2 district lies between the downtown and nearby residential neighborhoods. It is service and office oriented and intended to be more compatible with residential uses. An additional C-2 area is shown in the vicinity of the hospital. This area is designated C-2(M) and is proposed for the future development of hospital-related medical uses, as shown in the concept illustration in the Land Use Element.

Along the east side of Highway 99 (Front Street) is the primary Thoroughfare Commercial district. This area is already developed primarily for auto-related businesses and services. The C-5 zoning recognizes these types of uses and will strengthen this corridor while providing locations for these uses that are often not compatible with commercial uses in other zones.

As shown in the table that follows this discussion, a total of 198.35 acres are proposed for commercial uses throughout the UGB. Of these, about 67 acres are intended primarily for regional service and office needs. The remaining 132 acres amounts to about 8.3 acres per 1,000 Central Point residents, which is slightly under the City's adopted planning standard of ten acres per 1,000 residents.

Planned Industrial Land Uses:

Central Point presently has only 25.6 acres of industrial development, which is considered very deficient for a community of its size. The Comprehensive Plan puts emphasis on the need to provide new industrial development opportunities. The Plan would bring into the City about 110 acres of already existing industrial development within the urbanizable area and would provide another 215 acres for new industrial development.

Among the industrial areas to be taken into the City is a corridor of wood products industries along the west side of Highway 99 south of the present City limits. Another area is along Table Rock Road, which now includes a mixture of often conflicting uses that will eventually be redeveloped over time.

Central Point's greatest potential for industrial expansion and new development lie in an area of approximately 130 acres south of Scenic Avenue and west of the railroad and Highway 99. This site has excellent highway, freeway and rail access, including approximately 4,000 feet of direct rail frontage. The site is well located in terms of possible conflicts, location of the City's workforce, utilities extensions, and other factors. It will also help to buffer agricultural lands to the west from less compatible urban land uses within the City.

The Seven Oaks Interchange area to the north was originally included in the UGB, but later removed to reduce the UGB acreage figures, protect agricultural lands in the area, and other reasons. This interchange will continue to play an important role in the community, primarily for industrial access and for future industrial expansion at some time in the future. The City and County have included wording in the Urbanization Agreement that will protect the Seven Oaks Interchange from premature development and hold it in "rural" uses until it is needed by Central Point and can be annexed.

The only other unobstructed industrial site proposed by the Plan is located southwest of the East Pine Street/Table Rock Road intersection. This area is flat and is under the flight pattern of a light aircraft runway, which would make it slightly more appropriate for industrial uses than other, more intensive, urban uses. This site will probably be the last to develop because a portion of it is currently in use as good quality orchards that are protected until at least 1995 by policies in the City/County Urbanization Agreement.

Central Point has adopted a planning standard of 20 acres of industrial land per 1,000 population. The Plan calls for 351.36 acres, which is a ratio of 22.0 ac./1,000 population.

Planned Public/Quasi-public Land Uses:

This category includes public schools, parks and recreation facilities, open space areas, public buildings, hospitals, cemeteries, churches and other fraternal organizations, and the public street system. These types of uses total 905.82 acres and account for 33.1 percent of all uses proposed within the Urban Growth Boundary at year 2000.

Three new elementary schools and one new junior high school are proposed in the Plan to accommodate the educational needs of the future population. These are proposed within neighborhood areas and intended to function, in part, as the focal point of the neighborhood. School needs were based on a 1978 demographic/facilities study prepared for the school district and on calculations of the numbers of school-age children that could be expected in each of the neighborhoods. These need projections and generalized school site locations were reviewed with the school district superintendent prior to inclusion in the Plan.

School sites proposed on the Plan map are intended to be general and not site- or property-specific. The overall intent is to eventually provide guidance to the school district in its task of acquiring future sites, based on future demands.

The City has adopted a policy of providing approximately ten acres of parkland per 1,000 residents. Park and open space areas proposed by the Plan are consistent with this policy. The Parks & Open Space category includes 162.09 acres, which is 10.1 acres per 1,000 residents. Four new ten-acre parks are proposed in key locations throughout the area. These will be designed to function as neighborhood parks, as described in the Parks and Recreation Element of this Plan. In some cases, parklands are proposed to be linear to provide open space buffers between incompatible uses or to function as linkages for bicycle or pedestrian pathways. The most significant element of the park and recreation system will be the Bear Creek Greenway. This environmental corridor will include recreational trails and opportunities for nature study, recreation, bicycling or walking, and will provide better alternative access to Medford, Expo Park, and other areas. This corridor will eventually connect Central Point with Ashland and extend from Emigrant Lake to the Rogue River. Approximately 62 acres of the Greenway are included in Central Point's UGB.

Public streets make up about twenty percent of the total area within the UGB, which is slightly less than the percentage of a typical community of similar size. With the City's policies pertaining to land use efficiency, energy conservation, emphasis on walking and bicycling, and better overall design of commercial and residential areas, less land area will be dedicated to streets, resulting in a lower overall percentage than found in the "typical" community.

In addition to the public areas mentioned above, there will be additional quasi-public facilities that will develop throughout the community as it grows. These will include churches, fraternal organizations, health-related agencies, social services, and others. These types of facilities are very difficult to plan for since they are not directly related to acreage or population standards in most cases. These uses are often compatible with both residential and commercial development and may locate almost anywhere within the community. They account for about 1.7 percent of the total developed acreage in Central Point today. The Plan anticipates no significant change in this ratio over the next two decades and it is expected that these uses will be absorbed into the commercial and residential areas of the community.

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Central Point
COMPREHENSIVE PLAN

YEAR 2000
PROJECTED LAND USE SUMMARY

LAND USE CATEGORY	ACRES	PERCENT OF CATEGORY	PERCENT OF TOTAL U.G.B.	ACRES PER 1000 POP.
Farm-Residential -----	21.47	1.7%		
Low-density Residential -----	961.03	75.0%		
Medium-density Residential -----	136.80	10.7%		
High-density Residential -----	162.00	12.6%		
TOTAL RESIDENTIAL -----	1,281.30	100.0%	46.8%	80.1
Neighborhood Convenience Comc'l. -----	28.14	14.2%		
General Commercial -----	26.76	13.5%		
Tourist Commercial/ Office Professional -----	109.77	55.3%		
Thoroughfare Commercial ---	33.68	17.0%		
TOTAL COMMERCIAL -----	198.35	100.0%	7.3%	12.4
General Industrial -----	172.26	49.0%		
Light Industrial -----	179.10	51.0%		
TOTAL INDUSTRIAL -----	351.36	100.0%	12.8%	22.0
Schools -----	126.20	13.9%		
Parks & Open Space -----	162.09	17.9%		
Public Facilities & Utilities -----	79.51	8.8%		
Streets and Other Rights-of-way -----	538.02	59.4%		
TOTAL PUBLIC/QUASI-PUBLIC -	905.82	100.0%	33.1%	56.6
UGB TOTALS --	2,736.83	-----	100.0%	171.1

Statistics Updated Feb. 1983.

RVCOG

Revised: March 1983

URBANIZATION ELEMENT

APPENDICES

APPENDIX "A" -- P. III-36 (4 tables)

Central Point UGB -- LAND USE INVENTORY
(Inventory of land uses within the "Urbanizable
Area" of Central Point, as of August 1981.)

APPENDIX "B" -- P. III-41 (9 tables)

Comprehensive Plan -- PROPOSED LAND USE BREAKDOWN
(Land use acreages as proposed in the Comprehensive Plan
and illustrated on the Plan map.)

APPENDIX "C" -- P. III-51 (12 tables)

RESIDENTIAL SUMMARY -- (Residential acreage, present
and future dwelling units and density categories by subareas)

APPENDIX "D" -- P. III-64 (1 table)

Comprehensive Plan -- POPULATION/DWELLING UNIT
SUMMARY (Existing and future dwelling units and popu-
lation within the Urban Growth Boundary.)

APPENDIX "E" -- P. III-66 (4 tables)

COMPREHENSIVE PLAN/ZONING SUMMARY

E-1	<u>CITY & UGB ACREAGE BY ZONING CATEGORIES</u>	P. 67
E-2	<u>SUBAREA TOTALS (City & UGB Areas)</u>	P. 68
E-3	<u>SUBAREA TOTALS WITHIN PRESENT CITY LIMITS</u>	P. 69
E-4	<u>SUBAREA TOTALS -- UGB "URBANIZABLE AREA"</u>	P. 70

APPENDIX "F" -- P. 71 (9 pages)

CENTRAL POINT/JACKSON COUNTY URBAN GROWTH
BOUNDARY AND POLICY AGREEMENT

APPENDIX "A"

Central Point U.G.B.
LAND USE INVENTORY

Inventory of land uses in
the "Urbanizable Area" of
Central Point as of
August 1981.

Central Point
URBANIZABLE AREA
LAND USE INVENTORY

This Land Use Inventory was conducted in June 1981 by the Rogue Valley Council of Governments, with assistance provided by Jackson County Planning & Development Department. This inventory was undertaken at the suggestion of LCDC and Marvin Gloege, an OSU Extension Service consultant, to provide more specific land use information for the urbanizable area.

The inventory is summarized in the following table. The tables on the following three pages provide a more detailed breakdown of land uses by subarea. Since the subarea numbering system includes all areas within the City and UGB, only those subareas that are outside the City limits are included in this inventory. A separate Citywide inventory was also conducted and is described on page II-5 of the Planning Area Characteristics element of the Comprehensive Plan.

SUMMARY OF
LAND USE INVENTORY

LAND USE CATEGORY	ACRES	PERCENT OF TOTAL
COMMERCIAL	21.88	1.4%
INDUSTRIAL	113.77	7.2%
AGRICULTURE	804.20	50.9%
<ul style="list-style-type: none"> • Crops 54.3% • Orchards 28.1% • Pasture/Grazing 16.0% • Other Agri. Uses 1.6% 		
PUBLIC/QUASI-PUBLIC	82.64	5.2%
RESIDENTIAL	257.95	16.3%
STREETS	73.26	4.6%
VACANT	226.95	14.4%
TOTALS: .	1580.65	100.0%

NOTE: Land Use Inventory maps that could not be reduced to a suitable scale for this document are available for review at Central Point City Hall.

Central Point
URBANIZABLE AREA
LAND USE INVENTORY

A-1

SUBAREA	COMMERCIAL	INDUSTRIAL	AGRICULTURE				PUBLIC/ QUASI-PUB.	RESIDENTIAL	STREETS	VACANT	TOTAL ACRES
			CROPS	ORCHARD	GRAZING/ PASTURE	OTHER					
A-7			4.21					13.95	.83	.83	19.82
A-8			21.35		7.52			6.61	.22	2.10	37.80
A-10	.81				7.82		9.27	20.93	8.33	6.45	53.61
A-11								.45	.22	1.55	2.22
TOTAL	.81	0	25.56	0	15.34	0	9.27	41.94	9.60	10.93	113.45
C-6											
TOTAL	0	0	0	0	0	0	0	3.03	.11	5.06	8.20
								3.03	.11	5.06	8.20
D-1								23.42	5.39	0	28.81
D-2								15.46	2.89	10.83	29.18
D-3								11.27	.87	24.73	36.87
D-4			15.06			.62		6.89	.24		22.81
D-5			113.03		12.48	5.14		2.20			132.85
TOTAL	0	0	128.09	0	12.48	5.76	0	59.24	9.39	35.56	250.52

* Figures expressed in acres.

Inventory Conducted: 1981

Central Point
URBANIZABLE AREA
LAND USE INVENTORY

A-2

SUBAREA	COMMERCIAL	INDUSTRIAL	AGRICULTURE				PUBLIC/ QUASI-PUB.	RESIDENTIAL	STREETS	VACANT	TOTAL ACRES
			CROPS	ORCHARD	GRAZING/ PASTURE	OTHER					
E-6		40.37			3.30	2.57		4.40	9.92	6.97	67.93
E-8	.60		17.62		3.67			2.26	1.17	3.67	28.99
TOTAL	.60	40.37	17.62	0	6.97	2.57	0	6.66	11.09	10.64	96.52
F-6			14.68		8.44			10.41	1.34		34.87
F-7			13.95		5.14	2.94	2.75	9.50	4.06	12.07	50.41
TOTAL	0	0	28.63	0	13.58	2.94	2.75	19.91	5.40	12.07	85.28
G-2		7.02							.32		7.34
G-4			19.05						.14	.63	19.82
G-5			17.78					1.31	.50	2.98	22.57
G-6			66.92					1.52	.44	.85	69.73
G-7								20.30	4.25	2.98	27.53
G-8			111.97					.96	8.77		121.70
TOTAL	0	7.02	215.72	0	0	0	0	24.09	14.42	7.44	268.69

* Figures expressed in acres.

Inventory Conducted: 1981

A-3

Central Point
URBANIZABLE AREA
LAND USE INVENTORY

SUBAREA	COMMERCIAL	INDUSTRIAL	AGRICULTURE				PUBLIC/ QUASI-PUB.	RESIDENTIAL	STREETS	VACANT	TOTAL ACRES
			CROPS	ORCHARD	GRAZING/ PASTURE	OTHER					
H-1	0.80	10.07					0.62	10.53	1.86	1.81	25.69
H-2	1.93							6.01	.87		8.81
H-3		.22			30.79			6.38	.38	25.13	62.90
H-4				43.70	27.16	1.95		6.97	.96	17.25	97.99
H-5	2.12		11.74	36.67	5.48		.96	16.67	1.88	4.85	80.37
H-6								1.17	.23	5.93	7.33
H-7	7.28	8.38	5.26					11.74			32.66
H-8	.30	1.10						3.09		5.51	10.00
H-9	.58			15.05			7.34	3.52	2.24	40.17	68.90
H-10				17.80	4.77			8.22	1.52	12.10	44.41
H-11					2.20			1.15	2.35	1.84	7.54
H-12				22.75				3.86	2.38	1.10	30.09
TOTAL	13.01	25.95	17.00	135.97	70.40	1.95	8.92	86.85	14.90	115.69	490.64
I-1	6.61							.47	.98	12.68	20.74
I-2		25.69					61.70		.32		87.71
I-3	.29	13.58						9.32	2.13		25.32
I-4			4.13	36.75	9.54			.72	5.01		56.15
I-5	.56	7.34		53.20				13.26	.14	16.88	91.38
TOTAL	7.46	46.61	4.13	89.95	9.54	0	61.70	23.77	8.58	29.56	281.30

* Figures expressed in acres.

Inventory Conducted:

1981

APPENDIX "B"

Comprehensive Plan
PROPOSED LAND USE BREAKDOWN

Land use acreages as
proposed in the Comprehensive Plan
and Illustrated on the Plan Map

B-1

LAND USE BREAKDOWN
YEAR 2000 TOTALS

B-2 through B-9

LAND USE BREAKDOWN
BY SUBAREA

LAND USE BREAKDOWN
YEAR 2000 TOTALS

B-1

LAND USE CATEGORIES	SUBAREA A	SUBAREA B	SUBAREA C	SUBAREA D	SUBAREA E	SUBAREA F	SUBAREA G	SUBAREA H	SUBAREA I	TOTAL
Farm-Residential	---	---	---	---	---	---	---	21.47	---	21.47
Low-Density Residential	192.15	---	92.55	124.40	146.88	123.32	35.06	190.67	56.00	961.03
Medium-Density Residential	21.46	26.10	3.60	44.87	---	3.50	13.16	12.95	11.16	136.80
High-Density Residential	---	30.64	94.81	---	18.88	---	---	17.67	---	162.00
Neighborhood Convenience Comc'l.	13.08	---	1.07	---	0.86	---	---	13.13	---	28.14
General Commercial	---	11.49	15.27	---	---	---	---	---	---	26.76
Tourist Commercial/Office Professional	---	8.62	34.29	---	---	---	---	27.71	39.15	109.77
Thoroughfare Commercial	---	6.79	26.89	---	---	---	---	---	---	33.68
General Industrial	---	---	---	---	62.58	---	109.68	---	---	172.26
Light Industrial	---	---	---	---	7.02	6.56	62.46	55.33	47.73	179.10
Schools	51.51	12.70	11.36	10.00	---	10.63	---	30.00	---	126.20
Parks & Open Space	15.50	2.30	1.83	20.00	17.95	1.20	5.60	10.00	87.71	162.09
Public Facilities/Utilities	14.87	5.98	16.57	3.68	4.84	6.53	4.12	18.80	4.12	79.51
Streets & Other Rights-of-way	56.13	53.49	102.24	47.57	70.56	42.18	51.46	78.96	35.43	538.02
TOTALS.	364.70	158.11	400.48	105.52	329.57	193.92	281.54	476.69	281.30	2 6.83

Comprehensive Plan

LAND USE BREAKDOWN

BY SUBAREA

B-2

LAND USE CATEGORY	SUBAREA A-1	SUBAREA A-2	SUBAREA A-3	SUBAREA A-4	SUBAREA A-5	SUBAREA A-6	SUBAREA A-7	SUBAREA A-8	SUBAREA A-9
Farm-Residential	---	---	---	---	---	---	---	---	---
Low-Density Residential	51.15	38.21	---	32.33	20.31	---	---	24.15	---
Medium-Density Residential	---	---	3.14	---	---	6.58	11.74	---	---
High-Density Residential	---	---	---	---	---	---	---	---	---
Neighborhood Convenience Comc'l.									2.57
General Commercial									
Tourist Commercial/Office Professional									
Thoroughfare Commercial									
General Industrial									
Light Industrial									
Schools		46.94						2.57	
Parks & Open Space						3.30	2.20	0.73	
Public Facilities/Utilities	0.69			4.40	3.82	1.20	2.00	2.76	
Streets & Other Rights-of-way	8.94	10.28	0.89	10.08	3.73	1.86	3.88	7.59	0.83
TOTALS:	60.78	95.43	4.03	46.81	27.86	12.94	19.82	37.80	3.40

● = Subarea outside City Limits but within "Urbanizable Area"

Comprehensive Plan

LAND USE BREAKDOWN

BY SUBAREA

B-3

LAND USE CATEGORY	SUBAREA A-10	SUBAREA A-11	SUBAREA B-1	SUBAREA B-2	SUBAREA B-3	SUBAREA B-4	SUBAREA B-5	SUBAREA B-6	SUBAREA C-1
Farm-Residential	---	---	---	---	---	---	---	---	---
Low-Density Residential	26.00	---	---	---	---	---	---	---	---
Medium-Density Residential	---	---	---	26.10	---	---	---	---	---
High-Density Residential	---	---	8.85	---	21.79	---	---	---	---
Neighborhood Convenience Comc'l.	10.51								
General Commercial							11.49		
Tourist Commercial/Office Professional								8.62	
Thoroughfare Commercial						6.79			5.29
General Industrial									
Light Industrial									
Schools		2.00			12.70				
Parks & Open Space	9.27			1.52	0.78				
Public Facilities/Utilities			0.77	0.77	3.91		0.53		
Streets & Other Rights-of-way	7.83	0.22	3.49	22.51	12.54	4.95	5.06	4.94	4.94
TOTALS:	53.61	2.22	13.11	50.90	51.72	11.74	17.08	13.56	10.23

Comprehensive Plan

LAND USE BREAKDOWN

BY SUBAREA

B-4

LAND USE CATEGORY	SUBAREA C-2	SUBAREA C-3	SUBAREA C-4	SUBAREA C-5	SUBAREA C-6	SUBAREA C-7	SUBAREA C-8	SUBAREA C-9	SUBAREA C-10
Farm-Residential	---	---	---	---	---	---	---	---	---
Low-Density Residential	---	---	---	17.74	---	7.68	---	13.59	53.54
Medium-Density Residential	---	---	---	3.60	---	---	---	---	---
High-Density Residential	---	---	7.13	---	---	78.95	8.73	---	---
Neighborhood Convenience Comc'l.									1.07
General Commercial		8.99						6.28	
Tourist Commercial/ Office Professional			26.20		8.09				
Thoroughfare Commercial	21.60								
General Industrial									
Light Industrial									
Schools							7.81	3.55	
Parks & Open Space									1.83
Public Facilities/ Utilities	0.32	2.63		3.52			3.88		6.22
Streets & Other Rights-of-way	7.74	9.18	2.63	11.60	0.11	28.29	11.32	7.88	18.55
TOTALS:	29.66	20.80	35.96	36.46	8.20	114.92	31.74	31.30	81.21

Comprehensive Plan

LAND USE BREAKDOWN

BY SUBAREA

B-5

LAND USE CATEGORY	SUBAREA D-1	SUBAREA D-2	SUBAREA D-3	SUBAREA D-4	SUBAREA D-5	SUBAREA E-1	SUBAREA E-2	SUBAREA E-3	SUBAREA E-4
Farm-Residential	---	---	---	---	---	---	---	---	---
Low-Density Residential	23.42	14.96	---	---	86.02	---	---	25.45	55.89
Medium-Density Residential	---	---	28.76	16.11	---	---	---	---	---
High-Density Residential	---	---	---	---	---	---	18.88	---	---
Neighborhood Convenience Comc'l.									
General Commercial									
Tourist Commercial/ Office Professional									
Thoroughfare Commercial									
General Industrial						6.24	3.67		
Light Industrial						7.02			
Schools					10.00				
Parks & Open Space		10.00			10.00		0.38	1.84	1.37
Public Facilities/ Utilities				1.68	2.00				
Streets & Other Rights-of-way	5.39	4.22	8.11	5.02	24.83	10.60	2.03	7.21	15.77
TOTALS:	28.81	29.18	36.87	22.81	132.85	23.86	24.96	34.50	73.03

Comprehensive Plan

LAND USE BREAKDOWN

BY SUBAREA

B-6

LAND USE CATEGORY	SUBAREA E-5	SUBAREA E-6	SUBAREA E-7	SUBAREA E-8	SUBAREA F-1	SUBAREA F-2	SUBAREA F-3	SUBAREA F-4	SUBAREA F-5
Farm-Residential	---	---	---	---	---	---	---	---	---
Low-Density Residential	33.82	---	12.31	19.41	---	---	9.90	25.35	34.77
Medium-Density Residential	---	---	---	---	---	---	---	---	---
High-Density Residential	---	---	---	---	---	---	---	---	---
Neighborhood Convenience Comc'l.				0.86					
General Commercial									
Tourist Commercial/Office Professional									
Thoroughfare Commercial									
General Industrial		52.67							
Light Industrial					6.56				
Schools						10.63			
Parks & Open Space	14.36						1.20		
Public Facilities/Utilities	2.50			2.34			1.50		
Streets & Other Rights-of-way	10.24	14.86	3.47	6.38	2.62	1.30	3.55	5.29	5.97
TOTALS:	60.92	67.53	15.78	28.99	9.18	11.93	16.15	30.64	40.74

Comprehensive Plan

LAND USE BREAKDOWN

BY SUBAREA

B-7

LAND USE CATEGORY	SUBAREA F-6	SUBAREA F-7	SUBAREA G-1	SUBAREA G-2	SUBAREA G-3	SUBAREA G-4	SUBAREA G-5	SUBAREA G-6	SUBAREA G-7
Farm-Residential	---	---	---	---	---	---	---	---	---
Low-Density Residential	26.00	27.30	---	---	---	---	---	12.49	22.57
Medium-Density Residential	---	3.50	---	---	---	---	13.16	---	---
High-Density Residential	---	---	---	---	---	---	---	---	---
Neighborhood Convenience Comc'l.									
General Commercial									
Tourist Commercial/ Office Professional									
Thoroughfare Commercial									
General Industrial				6.24					
Light Industrial			5.48		1.54	16.85		38.59	
Schools									
Parks & Open Space			0.50				3.10	2.00	
Public Facilities/ Utilities	1.20	3.83					2.00	2.12	
Streets & Other Rights-of-way	7.67	15.78	5.03	1.10	0.30	2.97	4.31	14.53	4.96
TOTALS:	34.87	50.41	11.01	7.34	1.84	19.82	22.57	69.73	27.53

Comprehensive Plan

LAND USE BREAKDOWN

BY SUBAREA

B-8

LAND USE CATEGORY	SUBAREA G-8	SUBAREA H-1	SUBAREA H-2	SUBAREA H-3	SUBAREA H-4	SUBAREA H-5	SUBAREA H-6	SUBAREA H-7	SUBAREA H-8
Farm-Residential	---	---	---	---	---	21.47	---	---	---
Low-Density Residential	---	---	---	47.53	59.47	29.05	---	---	---
Medium-Density Residential	---	---	---	---	---	7.45	5.50	---	---
High-Density Residential	---	---	---	---	---	---	---	---	---
Neighborhood Convenience Comc'l.			7.94						
General Commercial									
Tourist Commercial/ Office Professional									
Thoroughfare Commercial									
General Industrial	103.44								
Light Industrial		22.67						32.66	
Schools					20.00				
Parks & Open Space									10.00
Public Facilities/ Utilities				1.58	1.36	4.44			
Streets & Other Rights-of-way	18.26	3.02	0.87	13.79	17.16	17.96	1.83		
TOTALS:	121.70	25.69	8.81	62.90	97.99	80.37	7.33	32.66	10.00

Comprehensive Plan

LAND USE BREAKDOWN

BY SUBAREA

B-9

LAND USE CATEGORY	SUBAREA H-9	SUBAREA H-10	SUBAREA H-11	SUBAREA H-12	SUBAREA I-1	SUBAREA I-2	SUBAREA I-3	SUBAREA I-4	SUBAREA I-5
Farm-Residential	---	---	---	---	---	---	---	---	---
Low-Density Residential	37.50	17.12	---	---	---	---	---	---	56.00
Medium-Density Residential	---	---	---	---	---	---	---	---	11.16
High-Density Residential	---	17.67	---	---	---	---	---	---	---
Neighborhood Convenience Comc'l.			5.19						
General Commercial									
Tourist Commercial/ Office Professional				27.71	17.63		21.52		
Thoroughfare Commercial									
General Industrial									
Light Industrial								47.73	
Schools	10.00								
Parks & Open Space						87.71			
Public Facilities/ Utilities	10.06	1.36							4.12
Streets & Other Rights-of-way	11.34	8.26	2.35	2.38	3.11		3.80	8.42	20.10
TOTALS:	68.90	44.41	7.54	30.09	20.74	87.71	25.32	56.15	91.38

APPENDIX "C"

RESIDENTIAL SUMMARY

C-1

COMPREHENSIVE PLAN TOTALS

C-2

CITY TOTALS

C-3

URBANIZABLE AREA TOTALS

C-4 --- C-12

SUBAREA BREAKDOWNS
(Subareas A Through I)

Central Point COMPREHENSIVE PLAN

RESIDENTIAL SUMMARY

COMPREHENSIVE PLAN TOTALS

(All areas within UGB)

● = Areas Not Within City Limits*

* This table includes all areas within the City Limits of Central Point and the urbanizable areas between the City and UGB.

March 1983

Central Point COMPREHENSIVE PLAN

RESIDENTIAL SUMMARY

CITY TOTALS

SUBAREA	(GROSS) R-ZONE TOTAL ACRES	(NET) TOTAL RESIDENTIAL ACRES	LOW DENSITY AREAS			MEDIUM DENSITY AREAS			HIGH DENSITY AREAS			NON- RESIDENTIAL ACRES	STREETS
			ACRES	EXISTING D.U.	YEAR 2000 D.U.	ACRES	EXISTING D.U.	YEAR 2000 D.U.	ACRES	EXISTING D.U.	YEAR 2000 D.U.		
A	247.85	151.72	142.00	517	554	9.72	2	68	0	0	0	62.92	36.61
B	115.73	56.74	0	0	0	26.10	180	215	30.64	169	284	47.88	53.49
C	294.37	190.96	92.55	386	451	3.60	35	42	94.81	296	579	99.19	102.13
D	0	0	0	0	0	0	0	0	0	0	0	0	0
E	200.01	146.35	127.47	142	532	0	0	0	18.88	114	142	37.38	49.32
F	99.46	70.02	70.02	197	257	0	0	0	0	0	0	19.89	18.73
G	0	0	0	0	0	0	0	0	0	0	0	7.52	5.33
H	0	0	0	0	0	0	0	0	0	0	0	0	0
I	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	957.42	615.79	432.04	1242	1794	39.42	217	325	144.33	579	1005	274.78	265.61

March 1983

C-3

Central Point
COMPREHENSIVE PLAN

RESIDENTIAL SUMMARY

URBANIZABLE AREA TOTALS

• = Area Not Within City Limits

SUBAREA	(GROSS) TOTAL ACRES	(NET) TOTAL RESIDENTIAL ACRES	LOW DENSITY AREAS			MEDIUM DENSITY AREAS			HIGH DENSITY AREAS			NON- RESIDENTIAL ACRES	STREETS
			ACRES	EXISTING D.U.	YEAR 2000 D.U.	ACRES	EXISTING D.U.	YEAR 2000 D.U.	ACRES	EXISTING D.U.	YEAR 2000 D.U.		
• A	92.09	61.89	50.15	31	142	11.74	11	64	0	0	0	32.04	19.52
• B	0	0	0	0	0	0	0	0	0	0	0	0	0
• C	0	0	0	0	0	0	0	0	0	0	0	8.09	0.11
• D	250.52	169.27	124.40	89	482	44.87	28	268	0	0	0	33.68	47.57
• E	27.88	19.41	19.41	7	80	0	0	0	0	0	0	55.87	21.24
• F	105.28	56.80	53.30	26	166	3.50	42	42	0	0	0	5.03	23.45
• G	82.94	58.98	45.82	42	138	13.16	2	98	0	0	0	163.58	46.13
• H	371.90	242.76	212.14	36	925	12.95	15	72	17.67	3	269	154.97	78.96
• I	179.09	67.16	56.00	2	254	11.16	33	58	0	0	0	178.71	35.43
• TOTAL	1109.70	676.27	561.22	233	2187	97.38	131	602	17.67	3	269	631.97	272.41

March 1983

C-4

SUBAREA "A"

RESIDENTIAL SUMMARY

● = Area Not Within City Limits

SUBAREA	(GROSS) R-ZONE TOTAL ACRES	(NET) TOTAL RESIDENTIAL ACRES	LOW DENSITY AREAS			MEDIUM DENSITY AREAS			HIGH DENSITY AREAS			NON- RESIDENTIAL ACRES	STREETS
			ACRES	EXISTING D.U.	YEAR 2000 D.U.	ACRES	EXISTING D.U.	YEAR 2000 D.U.	ACRES	EXISTING D.U.	YEAR 2000 D.U.		
A-1	60.78	51.15	51.15	143	161	---	---	---	---	---	---	0.69	8.94
A-2	95.43	38.21	38.21	132	142	---	---	---	---	---	---	46.94	10.28
A-3	4.03	3.14	---	---	---	3.14	2	16	---	---	---	---	0.89
A-4	46.81	32.33	32.33	142	149	---	---	---	---	---	---	4.40	10.08
A-5	27.86	20.31	20.31	100	102	---	---	---	---	---	---	3.82	3.73
A-6	12.94	6.58	---	---	---	6.58	0	52	---	---	---	4.50	1.86
● A-7	19.82	11.74	---	---	---	11.74	11	64	---	---	---	4.20	3.88
● A-8	37.80	24.15	24.15	4	103	---	---	---	---	---	---	6.06	7.59
A-9	---	---	---	---	---	---	---	---	---	---	---	2.57	0.83
● A-10	32.25	26.00	26.00	27	41	---	---	---	---	---	---	19.78	7.83
● A-11	2.22	---	---	---	---	---	---	---	---	---	---	2.00	0.22
CITY	247.85	151.72	142.00	517	554	9.72	2	68	---	---	---	62.92	36.61
● UGB	92.09	61.89	50.15	31	142	11.74	11	64	---	---	---	32.04	19.52
TOTAL	339.94	213.61	192.15	548	696	21.46	13	132	---	---	---	94.96	56.13

March 1983

C-5

SUBAREA "B"

RESIDENTIAL SUMMARY

● = Area Not Within City Limits

SUBAREA	(GROSS) R-ZONE TOTAL ACRES	(NET) TOTAL RESIDENTIAL ACRES	LOW DENSITY AREAS			MEDIUM DENSITY AREAS			HIGH DENSITY AREAS			NON- RESIDENTIAL ACRES	STREETS
			ACRES	EXISTING D.U.	YEAR 2000 D.U.	ACRES	EXISTING D.U.	YEAR 2000 D.U.	ACRES	EXISTING D.U.	YEAR 2000 D.U.		
B-1	13.11	8.85	---	---	---	---	---	---	8.85	53	82	0.77	3.49
B-2	50.90	26.10	---	---	---	26.10	180	215	---	---	---	2.29	22.51
B-3	51.72	21.79	---	---	---	---	---	---	21.79	116	202	17.39	12.54
B-4	---	---	---	---	---	---	---	---	---	---	---	6.79	4.95
B-5	---	---	---	---	---	---	---	---	---	---	---	12.02	5.06
B-6	---	---	---	---	---	---	---	---	---	---	---	8.62	4.94
CITY	115.73	56.74	---	---	---	26.10	180	215	30.64	169	284	47.88	53.49
● UGB	---	---	---	---	---	---	---	---	---	---	---	---	---
TOTAL	115.73	56.74	---	---	---	26.10	180	215	30.64	169	284	47.88	53.49

March 1983

C-6

SUBAREA "C"

RESIDENTIAL SUMMARY

● = Area Not Within City Limits.

SUBAREA	(GROSS) R-ZONE TOTAL ACRES	(NET) TOTAL RESIDENTIAL ACRES	LOW DENSITY AREAS			MEDIUM DENSITY AREAS			HIGH DENSITY AREAS			NON- RESIDENTIAL ACRES	STREETS
			ACRES	EXISTING D.U.	YEAR 2000 D.U.	ACRES	EXISTING D.U.	YEAR 2000 D.U.	ACRES	EXISTING D.U.	YEAR 2000 D.U.		
C-1	---	---	---	---	---	---	---	---	---	---	---	5.29	4.94
C-2	---	---	---	---	---	---	---	---	---	---	---	21.92	7.74
C-3	---	---	---	---	---	---	---	---	---	---	---	11.62	9.18
C-4	9.17	7.13	---	---	---	---	---	---	7.13	51	73	26.20	2.63
C-5	36.46	21.34	17.74	96	105	3.60	35	42	---	---	---	3.52	11.60
● C-6	---	---	---	---	---	---	---	---	---	---	---	8.09	0.11
C-7	114.92	86.63	7.68	1	34	---	---	---	78.95	136	386	---	28.29
C-8	31.74	8.73	---	---	---	---	---	---	8.73	109	120	11.69	11.32
C-9	22.39	13.59	13.59	56	57	---	---	---	---	---	---	9.83	7.88
C-10	79.69	53.54	53.54	233	255	---	---	---	---	---	---	9.12	18.55
CITY	294.37	190.96	92.55	386	451	3.60	35	42	94.81	296	579	99.19	102.13
● UGB	---	---	---	---	---	---	---	---	---	---	---	8.09	0.11
TOTAL	294.37	190.96	92.55	386	451	3.60	35	42	94.81	296	579	107.28	102.24

March 1983

SUBAREA "D"
RESIDENTIAL SUMMARY

SUBAREA	(GROSS) R-ZONE TOTAL ACRES	(NET) TOTAL RESIDENTIAL ACRES	LOW DENSITY AREAS			MEDIUM DENSITY AREAS			HIGH DENSITY AREAS			NON- RESIDENTIAL ACRES	STREETS
			ACRES	EXISTING D.U.	YEAR 2000 D.U.	ACRES	EXISTING D.U.	YEAR 2000 D.U.	ACRES	EXISTING D.U.	YEAR 2000 D.U.		
• D-1	28.81	23.42	23.42	60	60	---	---	---	---	---	---	---	5.39
• D-2	29.18	14.96	14.96	28	38	---	---	---	---	---	10.00	---	4.22
• D-3	36.87	28.76	---	---	---	28.76	19	163	---	---	---	---	8.11
• D-4	22.81	16.11	---	---	---	16.11	9	105	---	---	1.68	---	5.02
• D-5	132.85	86.02	86.02	1	384	---	---	---	---	---	22.00	---	24.83
CITY	---	---	---	---	---	---	---	---	---	---	---	---	---
• UGB	250.52	169.27	124.40	89	482	44.87	28	268	---	---	33.68	---	47.57
TOTAL	250.52	169.27	124.40	89	482	44.87	28	268	---	---	33.68	---	47.57

III-58

C-8

SUBAREA "E"

RESIDENTIAL SUMMARY

● = Area Not Within City Limits

SUBAREA	(GROSS) R-ZONE TOTAL ACRES	(NET) TOTAL RESIDENTIAL ACRES	LOW DENSITY AREAS			MEDIUM DENSITY AREAS			HIGH DENSITY AREAS			NON- RESIDENTIAL ACRES	STREETS
			ACRES	EXISTING D.U.	YEAR 2000 D.U.	ACRES	EXISTING D.U.	YEAR 2000 D.U.	ACRES	EXISTING D.U.	YEAR 2000 D.U.		
E-1	---	---	---	---	---	---	---	---	---	---	---	13.26	10.60
E-2	21.29	18.88	---	---	---	---	---	---	18.88	114	142	4.05	2.03
E-3	34.50	25.45	25.45	99	114	---	---	---	---	---	---	1.84	7.21
E-4	67.52	55.89	55.89	30	225	---	---	---	---	---	---	1.37	15.77
E-5	60.92	33.82	33.82	0	152	---	---	---	---	---	---	16.86	10.24
● E-6	---	---	---	---	---	---	---	---	---	---	---	52.67	14.86
E-7	15.78	12.31	12.31	13	41	---	---	---	---	---	---	---	3.47
● E-8	27.88	19.41	19.41	7	80	---	---	---	---	---	---	3.20	6.38
CITY	200.01	146.35	127.47	142	532	---	---	---	18.88	114	142	37.38	49.32
● UGB	27.88	19.41	19.41	7	80	---	---	---	---	---	---	55.87	21.24
TOTAL	227.89	165.76	146.88	149	612	---	---	---	18.88	114	142	93.25	70.56

March 1983

SUBAREA "F"

RESIDENTIAL SUMMARY

● = Area Not Within City Limits

SUBAREA	(GROSS) R-ZONE TOTAL ACRES	(NET) TOTAL RESIDENTIAL ACRES	LOW DENSITY AREAS			MEDIUM DENSITY AREAS			HIGH DENSITY AREAS			NON- RESIDENTIAL ACRES	STREETS
			ACRES	EXISTING D.U.	YEAR 2000 D.U.	ACRES	EXISTING D.U.	YEAR 2000 D.U.	ACRES	EXISTING D.U.	YEAR 2000 D.U.		
F-1	---	---	---	---	---	---	---	---	---	---	---	6.56	2.62
F-2	11.93	---	---	---	---	---	---	---	---	---	---	10.63	1.30
F-3	16.15	9.90	9.90	13	35	---	---	---	---	---	---	2.70	3.55
F-4	30.64	25.35	25.35	82	89	---	---	---	---	---	---	---	5.29
F-5	40.74	34.77	34.77	102	133	---	---	---	---	---	---	---	5.97
● F-6	34.87	26.00	26.00	17	93	---	---	---	---	---	---	1.20	7.67
● F-7	70.41	30.80	27.30	9	73	3.50	42	42	---	---	---	3.83	15.78
CITY	99.46	70.02	70.02	197	257	---	---	---	---	---	---	19.89	18.73
● UGB	105.28	56.80	53.30	26	166	3.50	42	42	---	---	---	5.03	23.45
TOTAL	204.74	126.82	123.32	223	423	3.50	42	42	---	---	---	24.92	42.18

March 1983

C-10

SUBAREA "G"

RESIDENTIAL SUMMARY

● = Area Not Within City Limits

SUBAREA	(GROSS) R-ZONE TOTAL ACRES	(NET) TOTAL RESIDENTIAL ACRES	LOW DENSITY AREAS			MEDIUM DENSITY AREAS			HIGH DENSITY AREAS			NON- RESIDENTIAL ACRES	STREETS
			ACRES	EXISTING D.U.	YEAR 2000 D.U.	ACRES	EXISTING D.U.	YEAR 2000 D.U.	ACRES	EXISTING D.U.	YEAR 2000 D.U.		
G-1	---	---	---	---	---	---	---	---	---	---	---	5.98	5.03
● G-2	---	---	---	---	---	---	---	---	---	---	---	6.24	1.10
G-3	---	---	---	---	---	---	---	---	---	---	---	1.54	0.30
● G-4	---	---	---	---	---	---	---	---	---	---	---	16.85	2.97
● G-5	22.57	13.16	---	---	---	13.16	2	98	---	---	---	5.10	4.31
● G-6	32.84	23.25	23.25	2	93	---	---	---	---	---	---	31.95	14.53
● G-7	27.53	22.57	22.57	40	45	---	---	---	---	---	---	---	4.96
● G-8	---	---	---	---	---	---	---	---	---	---	---	103.44	18.26
CITY	---	---	---	---	---	---	---	---	---	---	---	7.52	5.33
● UGB	82.94	58.98	45.82	42	138	13.16	2	98	---	---	---	163.58	46.13
TOTAL	82.94	58.98	45.82	42	138	13.16	2	98	---	---	---	171.10	51.46

March 1983

C-11

SUBAREA "H"

RESIDENTIAL SUMMARY

● = Area Not Within City Limits

SUBAREA	(GROSS) R-ZONE TOTAL ACRES	(NET) TOTAL RESIDENTIAL ACRES	LOW DENSITY AREAS			MEDIUM DENSITY AREAS			HIGH DENSITY AREAS			NON- RESIDENTIAL ACRES	STREETS
			ACRES	EXISTING D.U.	YEAR 2000 D.U.	ACRES	EXISTING D.U.	YEAR 2000 D.U.	ACRES	EXISTING D.U.	YEAR 2000 D.U.		
● H-1	---	---	---	---	---	---	---	---	---	---	---	22.67	3.02
● H-2	---	---	---	---	---	---	---	---	---	---	---	7.94	0.87
● H-3	62.90	47.53	47.53	8	202	---	---	---	---	---	---	1.58	13.79
● H-4	97.99	59.47	59.47	7	261	---	---	---	---	---	---	21.36	17.16
● H-5	80.37	57.97	50.52	9	236	7.45	12	34	---	---	---	4.44	17.96
● H-6	7.33	5.50	---	---	---	5.50	3	38	---	---	---	---	1.83
● H-7	---	---	---	---	---	---	---	---	---	---	---	32.66	---
● H-8	10.00	---	---	---	---	---	---	---	---	---	---	10.00	---
● H-9	68.90	37.50	37.50	6	164	---	---	---	---	---	---	20.06	11.34
● H-10	44.41	34.79	17.12	6	62	---	---	---	17.67	3	269	1.36	8.26
● H-11	---	---	---	---	---	---	---	---	---	---	---	5.19	2.35
● H-12	---	---	---	---	---	---	---	---	---	---	---	27.71	2.38
CITY	---	---	---	---	---	---	---	---	---	---	---	---	---
● UGB	371.90	242.76	212.14	36	925	12.95	15	72	17.67	3	269	154.97	78.96
TOTAL	371.90	242.76	212.14	36	925	12.95	15	72	17.67	3	269	154.97	78.96

March 1983

SUBAREA "I"

RESIDENTIAL SUMMARY

● = Area Not Within City Limits

	(GROSS) R-ZONE TOTAL ACRES	(NET) TOTAL RESIDENTIAL ACRES	LOW DENSITY AREAS			MEDIUM DENSITY AREAS			HIGH DENSITY AREAS			NON- RESIDENTIAL ACRES	STREETS
			ACRES	EXISTING D.U.	YEAR 2000 D.U.	ACRES	EXISTING D.U.	YEAR 2000 D.U.	ACRES	EXISTING D.U.	YEAR 2000 D.U.		
SUBAREA													
• I-1	---	---	---	---	---	---	---	---	---	---	---	17.63	3.11
• I-2	87.71	---	---	---	---	---	---	---	---	---	---	87.71	---
• I-3	---	---	---	---	---	---	---	---	---	---	---	21.52	3.80
• I-4	---	---	---	---	---	---	---	---	---	---	---	47.73	8.42
• I-5	91.38	67.16	56.00	2	254	11.16	33	58	---	---	---	4.12	20.10
CITY	---	---	---	---	---	---	---	---	---	---	---	---	---
• UGB	179.09	67.16	56.00	2	254	11.16	33	58	---	---	---	178.71	35.43
TOTAL	179.09	67.16	56.00	2	254	11.16	33	58	---	---	---	178.71	35.43

March 1983

APPENDIX "D"

Comprehensive Plan

POPULATION/DWELLING UNIT SUMMARY

(1 Table)

Comprehensive Plan

POPULATION/DWELLING UNIT SUMMARY

D-1	PROJECTED YEAR 2000					EXISTING 1980	
	TOTAL ¹ DWELLING UNITS	ANTICIPATED VACANT UNITS 2	SUBAREA VACANCY RATE 3	ANTICIPATED OCCUPIED UNITS	APPROX. 4 YEAR 2000 POPULATION	TOTAL 5 DWELLING UNITS	APPROX. 6 1980 POPULATION
SUBAREA							
A	828	38	4.6%	790	2,293	561	1,880
B	499	20	4.0%	479	1,041	349	923
C	1,072	37	3.5%	1,035	2,530	717	2,181
D	750	15	2.0%	735	2,049	117	386
E	754	16	2.1%	738	2,079	263	675
F	465	7	1.5%	458	1,349	265	890
G	236	5	2.1%	231	636	44	153
H	1,266	29	2.3%	1,237	3,413	54	213
I	312	6	1.9%	306	884	35	104
TOTAL	6,182	173	2.8%	6,009	16,274	2,405	7,405

- 1 TOTAL DWELLING UNITS figures are from the Residential Summary Tables and were derived from calculations of available acreage, the Land Use Plan, Zoning Ordinance requirements, estimations of probable development densities, and other factors.
- 2 Vacant Unit projections were obtained by applying the following rates to the three density categories: 1.5% for Low Density, 3.0% for Medium, and 5.0% for High Density.
- 3 Subarea rates were obtained by dividing total units by the number of anticipated vacant units.
- 4 Occupied Units multiplied by 3.0 for Low Density, 2.4 for Medium, and 2.0 for High Density. These calculations were then combined for this table. This calculation of population is included for statistical purposes only and is not intended to conflict with the City's Year 2000 population projection of 16,000.
- 5 Derived from 1980 and 1981 Land Use Inventories, verified by 1980 Census.
- 6 Includes actual 1980 Census population for areas within Central Point City limits. For Urbanizable areas, persons per unit data were applied to inventory dwelling unit counts.

APPENDIX "E"

COMPREHENSIVE PLAN/ZONING SUMMARY

E-1

CITY & UGB ACREAGE
BY ZONING CATEGORIES

E-2

SUBAREA TOTALS
(City & Urbanizable Areas)

E-3

SUBAREA TOTALS
WITHIN PRESENT CITY LIMITS

E-4

SUBAREA TOTALS
UGB "URBANIZABLE AREA"

COMPREHENSIVE PLAN/ZONING SUMMARY

By State law, zoning must be consistent with the Comprehensive Plan. Therefore, zoning was also considered throughout the planning process, since the requirements and limitations of the Zoning Ordinance will affect future densities of housing and population. The zoning throughout the UGB was adjusted to be consistent with the Plan and, following the original adoption of the Plan in 1980, the City of Central Point extensively revised its Zoning Ordinance so that it would more effectively implement the Plan.

The following is an overall summary of the City/UGB zoning, including the percentage distribution of the zones. The three tables that follow provide a more specific breakdown by the major subareas for the areas within the City and the urbanizable area.

E-1 CITY & UGB ACREAGE BY ZONING CATEGORIES		
ZONING CATEGORY	ACREAGE	PERCENTAGE DISTRIBUTION
R-F, Residential-Farm	31.20	1.1%
R-1, Residential Single-family	1,529.07	55.9%
R-2, Residential Two-family	212.17	7.8%
R-3, Residential Multiple-family	298.54	10.9%
C-1, Neighborhood Convenience Shopping	34.47	1.3%
C-2, Limited Commercial-Professional	39.66	1.5%
C-3, Downtown Business District	14.84	0.5%
C-4, Tourist & Office Professional	110.02	4.0%
C-5, Thoroughfare Commercial	54.63	2.0%
M-1, Industrial Limited	246.95	9.0%
M-2, Industrial General	165.28	6.0%
TOTAL:	2,736.83	100.0%
<p><u>NOTE:</u> All acreage figures are "gross" and include streets and other rights-of-way, as illustrated on the City's Zoning Map.</p>		

COMPREHENSIVE PLAN/ZONING SUMMARY

SUBAREA TOTALS (City & Urbanizable Areas)

E-2

ZONING DISTRICT	SUBAREA "A"	SUBAREA "B"	SUBAREA "C"	SUBAREA "D"	SUBAREA "E"	SUBAREA "F"	SUBAREA "G"	SUBAREA "H"	SUBAREA "I"	TOTAL ACRES
R-F	---	---	---	---	---	---	---	31.20	---	31.20
R-1	312.42	---	140.36	190.84	197.44	184.74	60.37	278.49	164.41	1529.07
R-2	---	50.90	10.46	59.68	---	---	22.57	53.88	14.68	212.17
R-3	36.79	64.83	135.84	---	37.06	---	---	24.02	---	298.54
C-1	15.49	---	1.52	---	1.11	---	---	16.35	---	34.47
C-2	---	9.66	30.00	---	---	---	---	---	---	39.66
C-3	---	7.42	7.42	---	---	---	---	---	---	14.84
C-4	---	13.56	34.99	---	---	---	---	30.09	31.38	110.02
C-5	---	11.74	39.89	---	---	---	---	3.00	---	54.63
M-1	---	---	---	---	57.72	9.18	69.56	39.66	70.83	246.95
M-2	---	---	---	---	36.24	---	129.04	---	---	165.28
TOTAL	364.70	158.11	400.48	250.52	329.57	193.92	281.54	476.69	281.30	2736.83

NOTE: The above figures are "gross acres", including streets and other rights-of-way, and including all areas outside the present City limits and within the Central Point Urban Growth Boundary.

PREPARED: August 1981
REVISED: January 1983
REVISED: March 1983

COMPREHENSIVE PLAN/ZONING SUMMARY

SUBAREA TOTALS
WITHIN PRESENT CITY LIMITS

E-3

ZONING DISTRICT	SUBAREA "A"	SUBAREA "B"	SUBAREA "C"	SUBAREA "D"	SUBAREA "E"	SUBAREA "F"	SUBAREA "G"	SUBAREA "H"	SUBAREA "I"	TOTAL ACRES
R-F	---	---	---	---	---	---	---	---	---	---
R-1	230.88	---	140.36	---	183.87	99.46	---	---	---	654.57
R-2	---	50.90	10.46	---	---	---	---	---	---	61.36
R-3	16.97	64.83	135.84	---	21.65	---	---	---	---	239.29
C-1	3.40	---	1.52	---	---	---	---	---	---	4.92
C-2	---	9.66	30.00	---	---	---	---	---	---	39.66
C-3	---	7.42	7.42	---	---	---	---	---	---	14.84
C-4	---	13.56	26.79	---	---	---	---	---	---	40.35
C-5	---	11.74	39.89	---	---	---	---	---	---	51.63
M-1	---	---	---	---	17.62	9.18	12.85	---	---	39.65
M-2	---	---	---	---	9.91	---	---	---	---	9.91
TOTAL	251.25	158.11	392.28	---	233.05	108.64	12.85	---	---	1156.18

NOTE: The above figures are "gross acres", including streets and other rights-of-way, and include all areas within the City Limits at the time of adoption of this Comprehensive Plan.

Prepared: August 1981
REVISED: March 1983

COMPREHENSIVE PLAN/ZONING SUMMARY

E-4

SUBAREA TOTALS
UGB "URBANIZABLE AREA"

ZONING DISTRICT	SUBAREA "A"	SUBAREA "B"	SUBAREA "C"	SUBAREA "D"	SUBAREA "E"	SUBAREA "F"	SUBAREA "G"	SUBAREA "H"	SUBAREA "I"	TOTAL ACRES
R-F	---	---	---	---	---	---	---	31.20	---	31.20
R-1	81.54	---	---	190.84	13.57	85.28	60.37	278.49	164.41	874.50
R-2	---	---	---	59.68	---	---	22.57	53.88	14.68	150.81
R-3	19.82	---	---	---	15.41	---	---	24.02	---	59.25
C-1	12.09	---	---	---	1.11	---	---	16.35	---	29.55
C-2	---	---	---	---	---	---	---	---	---	---
C-3	---	---	---	---	---	---	---	---	---	---
C-4	---	---	8.2	---	---	---	---	30.09	31.38	69.67
C-5	---	---	---	---	---	---	---	3.00	---	3.00
M-1	---	---	---	---	40.10	---	56.71	39.66	70.83	207.30
M-2	---	---	---	---	26.33	---	129.04	---	---	155.37
TOTAL	113.45	---	8.20	250.52	96.52	85.28	268.69	476.69	281.30	1580.65

NOTE: The above figures are "gross" acres, including streets and other rights-of-way, and including all areas outside the present City Limits and within the Central Point Urban Growth Boundary.

PREPARED: August 1981
REVISIED: January 1983
REVISIED: March 1983

APPENDIX "F"

-- PROPOSED --

CENTRAL POINT/JACKSON COUNTY
URBAN GROWTH BOUNDARY AND POLICY AGREEMENT

(8 pages)

BEFORE THE BOARD OF COMMISSIONERS

STATE OF OREGON, COUNTY OF JACKSON

ORDINANCE NO. 84-23

AN EMERGENCY ORDINANCE AUTHORIZING APPROVAL OF THE CENTRAL POINT/JACKSON COUNTY URBAN GROWTH BOUNDARY AND POLICY AGREEMENT AND AMENDING THE JACKSON COUNTY COMPREHENSIVE PLAN, FILE UGBA-16.

RECITALS:

1) The City of Central Point (City) and County of Jackson (County), Oregon, are authorized under Oregon Revised Statutes Chapter 197 to prepare and adopt comprehensive plans and implementing ordinances consistent with Statewide Planning Goals.

2) Statewide Planning Goals #14 (Urbanization) and #2 (Land Use Planning) require the establishment of urban growth boundaries through a cooperative process between the City and County.

3) Pursuant to authority granted by the City and County charters and Oregon Revised Statutes, the City and County propose to enter into an agreement to adopt urban growth boundary policies and procedures for the Central Point urbanizable area, and to repeal previous agreements.

Now, therefore,

The Board of Commissioners of Jackson County ORDAINS:

SECTION 1. This ordinance hereby authorizes the Chairman of the Board of Commissioners to execute the document attached hereto as Exhibit A, entitled "Central Point/Jackson County Urban Growth Boundary and Policy Agreement", as an amendment to the Jackson County Comprehensive Plan, together with all exhibits, findings, and other documents referred to and adopted as part of said agreement.

SECTION 2. By this ordinance an Urban Growth Boundary and Area of Mutual Planning Concern, as described in said agreement, is hereby established on the Official Jackson County Comprehensive Plan and Zoning Maps in conformance with Maps 1 and 2 of the agreement, and which are by this reference considered a part hereof.

SECTION 3. The Urban Growth Boundary and Urbanization Policies contained in the agreement are hereby declared to be based upon and supported by findings of fact contained in Exhibit B, which is attached hereto and by this reference made a part hereof.

1-ORDINANCE; File UGBA-16

Date Typed: 9/19/84

SECTION 4. The ordinance dated June 17, 1978, and titled "AN ORDINANCE TO AMEND THE COMPREHENSIVE PLAN FOR JACKSON COUNTY BE THE INCLUSION OF POLICIES RELATING TO THE URBANIZATION OF LANDS IN THE CENTRAL POINT AREA OF JACKSON COUNTY; ESTABLISHING AN URBAN GROWTH BOUNDARY LINE ON THE JACKSON COUNTY COMPREHENSIVE PLAN MAP AND ON COPIES OF THE JACKSON COUNTY ZONING ORDINANCE MAPS; DESCRIBING PROCEDURES FOR REVISION OF THE POLICIES AND BOUNDARY LINE" is repealed.

SECTION 5. This ordinance being necessary to the health, welfare and safety of the people of Jackson County, an emergency is declared and it shall take effect immediately upon execution of the contract document in the form set forth in Exhibit A by both the city and the county.

ADOPTED this 21st day of September, 1984, at Medford, Oregon.

JACKSON COUNTY BOARD OF COMMISSIONERS


Jerry Barnes, Chairman

APPROVED AS TO FORM:


County Counsel

ATTEST:


By: Recording Secretary

EXHIBIT "A"

CENTRAL POINT/JACKSON COUNTY
URBAN GROWTH BOUNDARY AND POLICY AGREEMENT

This agreement made and entered into this 26 day of September, 1984, by and between the City of Central Point, a municipal corporation, hereinafter called "City" and Jackson County, a political subdivision of the State of Oregon, hereinafter called "County".

WHEREAS, under ORS 197, State Land Use Goal 14, Urbanization, the "Establishment and change of the boundary shall be a cooperative process between a city and the county or counties that surround it"; and

WHEREAS, pursuant to authority granted by Oregon Revised Statutes and Charter of the City of Central Point, the City and County propose to enter into an agreement to adopt an urban growth boundary, policies, and revision procedures for the Central Point urbanizable area,

THEREFORE, the City and County adopt the following urban growth policies which shall serve as the basis for decisions pertaining to development and land uses in the area between the City limits of Central Point and its urban growth boundary, and other lands that are of mutual interest or are of significant importance to Central Point's long-range growth and development.

DEFINITIONS

1. Area of Mutual Planning Concern: A geographical area lying beyond the adopted urban growth boundary in which the City and County have an interest in terms of that area's types and levels of development, land uses, environment, agriculture, and other unique characteristics. The area is not subject to annexation within the current planning period but may be in the path of longer-range urban growth. Therefore, the City and County will fully coordinate land use activity within this area.
2. Contract Annexation: A process whereby the City, County, and other involved parties enter into a contract that permits:
 - A) The parties to administer urban land use regulations on the development of property following an annexation decision while the property remains under County jurisdiction; and
 - B) The City to annex property developed to City densities and uses, with the improvement to appear on the County tax rolls prior to the effective date of annexation, resulting in a greater benefit to the tax base of the community.
3. Develop: To bring about growth or create new opportunities for growth; to cause the expansion of available lands; to extend public facilities or services; to construct, alter or expand a structure; to conduct a mining operation; to make a change in the use or appearance of land; to divide land into smaller parcels; to create or terminate rights of access, etc.

4. Subdivide or Partition Land: The act of dividing the legal ownership of land into smaller units, as set forth in Oregon Revised Statutes 92.010.
5. Urban/Public Facilities and Services: Basic facilities that are planned for and provided by either the private or public sector, and are essential to the support of development in accordance with the City's Comprehensive Plan. Such facilities and services include, but are not limited to, police and fire protection, sanitary facilities, public water and storm drain facilities; planning, zoning, and subdivision controls; health services; recreation facilities and services; energy and communication services; and community governmental services including schools and transportation.
6. Urban Growth Boundary: A site specific line on the Official Plan and Zoning Map of Jackson County, which identifies and encompasses urban and urbanizable lands within the County, including:
 - A) URBAN LAND: Residential areas generally comprised of parcels smaller than one acre, or highly developed commercial and industrial areas which are within incorporated cities or which contain concentrations of persons who reside or work in the areas, including land adjacent to and outside cities, and which have supporting urban/public facilities and services.
 - B) URBANIZABLE LAND: Areas within an officially adopted urban growth boundary which are needed for the expansion of that urban area, and which have been determined to be necessary and suitable for development as future urban land and which can be served with necessary urban public facilities and services.

URBAN GROWTH POLICIES

1. The City of Central Point shall have primary responsibility for all future urban level development that takes place within the City and urban growth boundary area. Additionally:
 - A) All urban level development shall conform to City standards, shall be consistent with the adopted City Comprehensive Plan, and shall meet all appropriate requirements of the City Zoning Ordinance and Map.
 - B) The term "urban level development" shall be generally defined, for purposes of this agreement, as any commercial or industrial development, and any residential development, partitioning, or subdivision that creates actual or potential densities greater than allowed by the City's Residential Low-density District (R-L). The expansion or major alteration of legally existing commercial or industrial use shall also be considered urban level development.

- C) Urban level development proposals submitted through County processes must be accompanied by a contract to annex to the City.
2. A change in the use of urbanizable land from a use designated on the Jackson County Comprehensive Plan/Zoning Map to uses shown on the City Comprehensive Plan shall occur only upon annexation or contractual intent to annex to the City. Additionally:
- A) Development of land for uses designated on the Comprehensive Plan shall be encouraged on vacant or underdeveloped lands adjacent to or within the City limits prior to the conversion of other lands within the urban growth boundary.
 - B) Urban facilities and services must be adequate in condition and capacity to accommodate the additional level of growth, as allowed by the Comprehensive Plan, prior to or concurrent with the land use changes.
 - C) The City may initiate annexation and zone changes of lands outside the City limits and within the UGB that are under a County "Exclusive Farm Use" designation or otherwise enjoying farm-related tax incentives when such lands are needed for urban development.
3. City annexation shall only occur within the framework of the City's Comprehensive Plan and within the Urban Growth Boundary.
4. Except as provided in Policy 9 of this agreement, specific annexation decisions shall be governed by the City of Central Point. The City will provide opportunities for the County and all affected agencies to respond to pending requests for annexation, with the response time limited to sixty days to minimize any unnecessary and costly delay in processing.
5. The establishment of the Urban Growth Boundary does not imply that all lands within the Boundary must be annexed to the City.
6. Jackson County shall retain jurisdiction over any land use decisions, other than annexations, within the unincorporated urbanizable area, in conformance with these adopted policies. Additionally:
- A) The City shall be requested to respond to pending applications for land use changes in the unincorporated urbanizable area. If no response is received within fourteen days, the County will assume the City has no objections to the request.
 - B) The City will request that the County respond to pending applications for land use changes within the incorporated area which could affect land under County jurisdiction. If no response is received within fourteen days, the City will assume the County has no objections to the request.

- C) Recognizing that unincorporated areas within the Urban Growth Boundary could ultimately become part of Central Point, the City's recommendations will be given due consideration. It is the intent of the County to administer a mutually adopted City/County policy in the urbanizable area until such time as the area is annexed.
 - D) Any application for a subdivision, land partition, or other land division within the established Urban Growth Boundary of Central Point shall include the City's written approval of a Conversion Plan for the subject property, in accordance with the requirements of the City's Conversion Plan Regulations.
7. Lands in the vicinity of the Seven Oaks Interchange, as delineated on Map 1 attached, are considered unique because of the transportation facilities present. Although located outside the year 2000 Urban Growth Boundary, this area is designated an Area of Mutual Planning Concern and shall be protected from premature development. Additionally:
- A) The County shall ensure that the area remains in a rural character so that a priority is placed on urban development within the UGB, as planned.
 - B) The Seven Oaks Interchange Area of Mutual Planning Concern shall retain its present County Comprehensive Plan and Zoning Map designation, or similar "rural" designation, until such time as the area can be shown to be needed for the City's urbanization, in accordance with the seven urbanization factors of Statewide goal 14 and the provisions of this agreement that pertain to City-initiated comprehensive plan amendments.
8. Lands within the urbanizable area which currently support a farm use shall be encouraged, through zoning and appropriate tax incentives, to remain in that use for as long as is "economically feasible".
- A) "Economically feasible", as used in this policy, shall be interpreted to mean feasible from the standpoint of the property owner. Implementation of this policy will be done on a voluntary basis.
 - B) "Exclusive Farm" or other appropriate low-intensity rural zoning designation shall be applied to areas within the UGB by the County for the purpose of maintaining agricultural land uses and related tax incentives until such time as planned annexation and urban development occur.
 - C) "Suburban Residential" or other zoning designations that would permit non-agricultural land uses to develop prematurely could result in obstacles to future planned and coordinated growth and, therefore, should be restricted to only those areas that are already developed to such levels.

- D) Agricultural zoning policies contained herein apply only to areas identified by the City or County as agricultural lands within the UGB or Seven Oaks Area of Mutual Planning Concern and shall not be used as a standard to review other land use applications within these areas.

9. In mutual recognition of the important agricultural resource and community economic asset represented by the Bear Creek Corporation properties shown on Map 2 attached, the City and County acknowledge the importance of protecting these lands from premature urban development. Therefore:

- A) The City and County agree that, although these lands are included within the Central Point Urban Growth Boundary, future consideration of their use for other than agricultural uses will be contingent upon the following factors:

- i. These lands will not be considered available for urbanization earlier than the year 1995.
- ii. Designation of these lands for other than agricultural uses after the year 1995 shall be predicated upon full development, to City Plan designations, of other lands in neighborhoods "I" and "H", as depicted on page III-13 of the urbanization element of the Central Point Comprehensive Plan.
- iii. Designation of these lands for other than agricultural uses after the year 1995 shall be predicated upon a finding that no area suitable for the proposed use is available within the Urban Growth Boundary or upon a finding that these lands can no longer be economically farmed.

- B) The City will develop criteria for development of lands adjacent to the subject area which will assure compliance with the following general agricultural buffering criteria:

- i. To mitigate the potential for vandalism, the development's design should incorporate the use of visible public or semi-public open space adjacent to the agricultural lands.
- ii. To mitigate nuisances originating from agricultural noise, odors, irrigation run-off, and agricultural spray drift, the development's design should incorporate:
 - a. The use of landscaping and berms where a positive buffering benefit can be demonstrated.
 - b. The orientation of structures and fencing relative to usable exterior space such as patios, rear yards and courts, such that the potential impacts from spray drift, dust, odors, and noise intrusion are minimized.
 - c. The design and construction of all habitable buildings, including window and door locations, should be such that the potential impact of spray drift, noise, dust and odors upon interior living/working areas will be minimized.

- d. Physical separation between agricultural lands and urban development shall be utilized to the greatest extent possible to minimize adverse impacts. Site design emphasizing the appropriate use of open space areas, streets, and areas not designed specifically for public recreation or assembly shall be considered.
 - C) The City and County shall mutually agree in writing that the findings and buffering criteria established by Policy #9 have been met, prior to annexation or urban development of these lands after 1995.
10. The City of Central Point and Jackson County acknowledge the importance of protecting resource lands, specifically agricultural lands zoned Exclusive Farm Use (EFU) and forest lands zoned Woodland Resource (WR), other than those that may be within the urbanizable area or in the identified direction of urban growth. Both jurisdictions will continue to maintain policies pertaining to the buffering of such lands. Urban development may be allowed to occur on lands adjacent to resource lands when the controlling jurisdiction determines that such development will be compatible with the resource land's use or character. Buffering shall occur on the urbanizable lands adjacent to the UGB as required to protect the resource lands. Buffering options may include:
- A) Special setbacks for new urban structures adjacent to the urban growth boundary;
 - B) Acquisition by public agencies;
 - C) Lower densities at the periphery of the urban growth boundary than allowed elsewhere in the City;
 - D) Strategic location of roads, golf courses, or other major public areas or facilities; and/or
 - E) Use of vegetative screens, earthen berms, and fences of sufficient height and substance to help reduce trespass of people, animals, and vehicles.
 - F) A deed declaration recognizing common, customary, and accepted farming practices shall be required for all development that is allowed to occur within three-hundred (300) feet of any land that is zoned for Exclusive Farm Use.
 - G) The City shall request the County's recommendations concerning the buffering of any EFU lands from adjacent urban development.
11. The City, County, and other affected agencies shall coordinate the expansion and development of all urban facilities and services within the urbanization area. Additionally:
- A) Provisions for urban facilities and services shall be planned in a manner limiting duplication in an effort to provide greater efficiency and economy of operation.

- B) A single urban facility or service extended into the urbanizable area must be coordinated with the planned future development of all other facilities and services appropriate to that area, and shall be provided at levels necessary for expected uses, as designated in the City's Comprehensive Plan.
12. All County road construction and reconstruction resulting from new development, redevelopment, or land division, in the urbanizable area shall be to urban standards, except that the term "reconstruction" does not include normal road maintenance by the County.

AMENDMENTS AND CORRECTIONS

The procedure for joint City and County review and amendment of urban growth boundary and urbanization policies are established as follows:

MAJOR REVISIONS

Major revisions in boundary or policies will be considered amendments to both the City and County comprehensive plans and, as such, are subject to a legislative review process.

A major revision shall include any boundary change that has widespread and significant impact beyond the immediate area, such as quantitative changes allowing for substantial changes in population or significant increases in resource impacts; qualitative changes in the land use itself, such as conversion of residential to industrial use; or spatial changes that affect large areas or many different ownerships. Any change in urbanization policies is considered a major revision.

Major revisions will be considered by the City and County at five-year intervals from the date of adoption of the urban growth boundary and urbanization policies. If the City and County governing bodies find that circumstances prevail which have a significant effect on the public health, safety or general welfare of the community, a major revision could be considered at intervals of less than five years. It is the intent of the

governing bodies to review the urban growth boundary and urbanization policies for consistency upon completion of the City and County Comprehensive Plans.

A request for major revision can be initiated by an individual or group, citizen advisory committees, affected agencies, and governing bodies. The party who seeks the revision shall be responsible for filing adequate written documentation with the City and County governing bodies. Final legislative action on major revision requests shall be based on the following factors:

- A) Demonstrated need to accommodate long-range urban population growth requirements consistent with LCDC goals;
- B) Need for housing, employment opportunities, and livability;
- C) Orderly and economic provision for public facilities and services;
- D) Maximum efficiency of land uses within and on the fringe of the existing urban area;
- E) Environmental, energy, economic and social consequences;
- F) Retention of agricultural land, as defined, with Class I being the highest priority for retention and Class VI the lowest priority; and
- G) Compatibility of the proposed urban uses with nearby agricultural activities.

Major revision proposals shall be subject to a mutual City and County review and agreement process involving affected agencies, citizen advisory committees, and the general public. The review process for the City of Central Point includes the following steps:

- A) CPAC/CAC and joint planning commissions may review the proposal and recommend appropriate action to the City Council and Board of County Commissioners;
- B) Proposal mailed to the affected agencies; and,
- C) Proposal heard and acted upon by City and County at a joint meeting of the City Council and Board of County Commissioners.

MINOR BOUNDARY LINE ADJUSTMENTS

Minor adjustments to the urban growth boundary line may be considered subject to similar procedures used by the City and County in hearing zoning requests. A minor amendment is defined as focusing on specific individual properties and not having significant impacts beyond the immediate area of the change.

Application for a minor boundary line amendment can only be made by property owners, their authorized agents, or by a City or County governing body. Written applications for amendments may be filed in the office of the Jackson County Department of Planning and Development on forms prescribed by the County. The standards for processing an application are as follows:

- A) Final action on minor boundary line adjustments shall be based on the same seven urbanization factors required for major revision requests as listed in the preceding discussion on Major Revisions.
- B) Applications will be reviewed by the Central Point Citizens Planning Advisory Committee (CPAC), and the appropriate County Citizens Advisory Committee annually.
- C) The applications will be reviewed at a joint City and County Planning Commission meeting which may be held annually for the express purpose of considering minor boundary line adjustments.
- D) The Planning Commissions are required to forward a recommendation and findings on each application to their respective governing bodies for final consideration.
- E) Amendments cannot be made to the urban growth boundary line unless mutually agreed to by a majority from each governing body. The County governing body shall be responsible for the preparation of the actual legal instrument which officially amends the boundary line.

CORRECTION OF ERRORS

- A) An error is generally considered to be a cartographic mistake, or a misprint, omission, or duplication in the text. They are technical in nature and not the result of new information or changing attitudes or policies.
- B) If the City Council and Board of County Commissioners become aware of an error in the map(s) or text of this mutually-adopted urbanization program, both bodies may cause an immediate amendment to correct the error, after mutual agreement is reached.
- C) Corrections shall be made by ordinance, following a public hearing conducted by both governing bodies, but hearings before the planning commissions shall not be required when an amendment is intended specifically to correct an error.

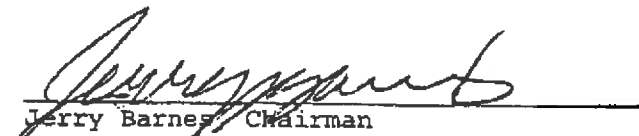
URBAN GROWTH BOUNDARY AGREEMENT
PAGE 10.

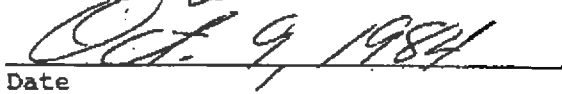
This agreement supersedes the prior agreement between the parties on the same subject matter approved by the County on August 25, 1982, and by the City on May 26, 1983.

CITY OF CENTRAL POINT

JACKSON COUNTY BOARD OF COMMISSIONERS

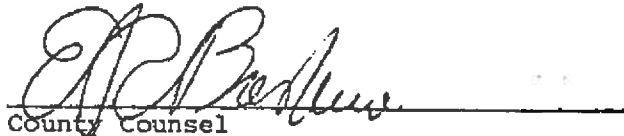

Don Jones, Mayor


Jerry Barnes, Chairman


Date

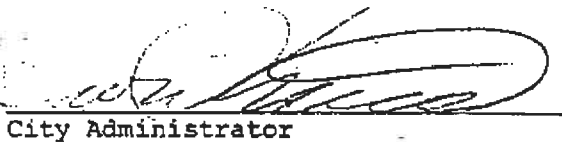

Date

APPROVED AS TO FORM:


County Counsel

ATTEST:

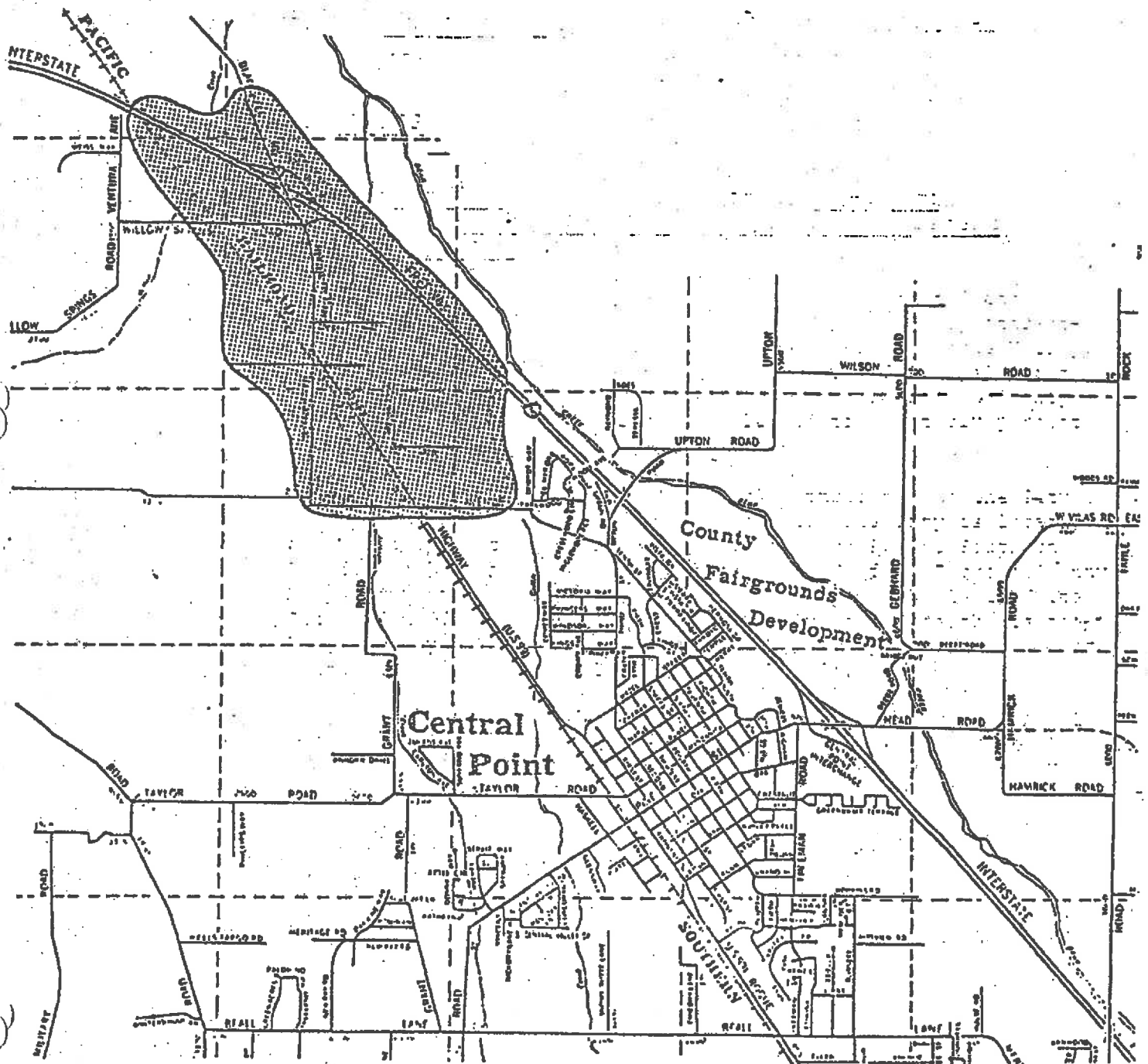
ATTEST:


City Administrator


Recording Secretary

LOCATION MAP

This map shows the Seven Oaks Interchange Area,
within which future development is governed
by Urban Growth Policy #7.

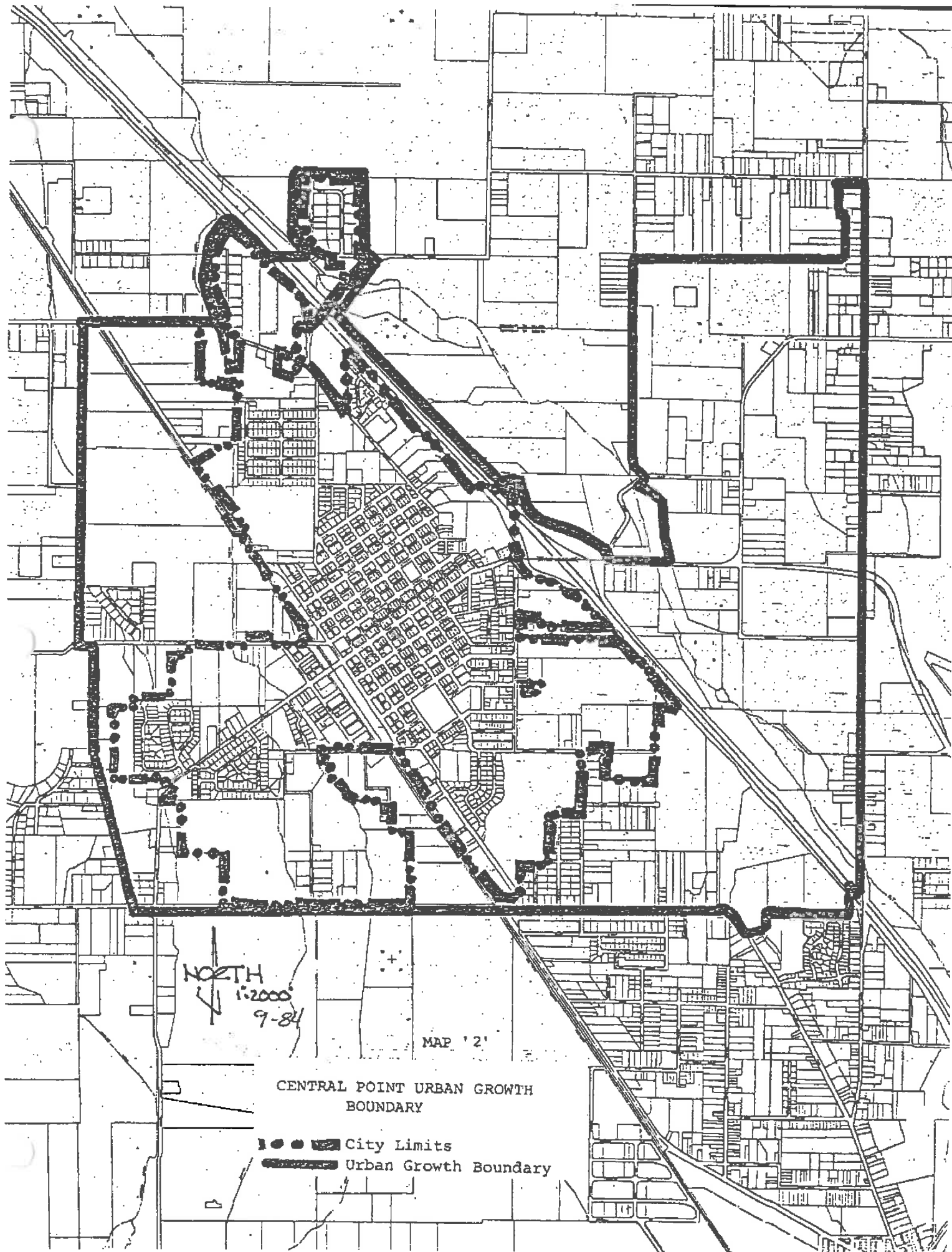


NORTH
1:2000
9-84

MAP '2'

CENTRAL POINT URBAN GROWTH
BOUNDARY

- City Limits
Urban Growth Boundary



FINDINGS OF FACT

Central Point Urban Growth Boundary & Comprehensive Plan ...

The following findings of fact in support of the Urban Growth Boundary and Comprehensive Plan are presented in two sections:

- I. GENERAL FINDINGS in support of the Urban Growth Boundary, urbanization policies, revision procedures and land use proposals; and
- II. AREA SPECIFIC FINDINGS in support of the Urban Growth Boundary location and Comprehensive Plan.

I. GENERAL FINDINGS

A. Demonstrated need to accommodate long-range urban population growth requirements consistent with LCDC goals:

- Since the early 1950's, Central Point has demonstrated its attractiveness for new development and urban growth by attracting a disproportionate share of immigration to the Rogue Valley. During the past three decades, the population of Central Point has been growing at a rate nearly twice that of Jackson County and, in recent years, the rate has climbed to about six percent per year.
- Much of the past growth can be directly attributed to the City's ideal location in which to accommodate it. The City is located along the Interstate 5 Freeway, U.S. Highway 99, the Southern Pacific railway and within one mile of the Medford/Jackson County Airport. Major employment opportunities are available in White City and Medford areas. Medford, directly to the south, is the largest city in the region and is the major employment, shopping, cultural and governmental center of the area.
- Based on the annual and historical population trends and annual growth rates, the year 2000 population projection for Central Point is approximately 22,000. However, the establishment of the Urban Growth Boundary is based on a population of 18,000. This came about as a result of a Public Opinion Survey of the City and negotiations with Jackson County on the urbanization issue.
- According to the Jackson County Comprehensive Plan, population growth in urban areas of the County will increase by about 78 percent by year 2000, which is about the same as the 77 percent growth that occurred since 1960. However, because of the new direction toward urban-centered growth, the County is projecting a 23 percent increase in rural population, compared to the 63 percent increase that has occurred since 1960. Restrictions on continued rural development will have a considerable impact on growth and development pressures in urban areas. However, local communities are continuing to base growth projections on past historical trends that were not affected by the more recent provisions of the County Plan and Zoning Ordinance.

- Because of Central Point's locational advantages, it is well-suited to accommodate growth rates in excess of County averages, as it has continually demonstrated.

B. Need for housing, employment opportunities, and livability:

- Commercial and industrial development has not kept pace with residential development in Central Point in recent years. As a result, the City has developed a "bedroom community" image, serving the employment centers of White City and Medford. Today, Central Point has a major deficiency of commercial businesses and industrial employers that is adversely affecting the economic stability of the Community.
- Sites for new commercial and industrial development are almost non-existent within the City limits. The Comprehensive Plan and Urban Growth Boundary provide for suitable sites for these types of facilities as well as room for future expansion as necessary. The ultimate aim is to provide a more appropriate land use and economic balance within the Community, as well as a greater degree of industrial diversity.
- Major transportation facilities already exist in the Central Point area to accommodate industrial and commercial development. These include the railroad frontage, Highway 99, and the Interstate 5 Freeway, all of which converge at the Seven Oaks Interchange, making it an ideal location for industrial development, from a transportation point of view.
- In order to accommodate a population of up to 18,000, the City will need to provide for approximately 6,600 dwelling units of various types, costs and densities. The Comprehensive Plan adequately provides for the housing needs of the anticipated population according to the "neighborhood concept", as described in the Housing Element. This will help to increase privacy, access to public facilities and services, convenience, and quality of life in Central Point.
- Livability also pertains to the availability of all major public facilities and services, including parks and recreation facilities, cultural and entertainment facilities, visual and aesthetic considerations, air and water quality, and other components of the community, as provided for in the Comprehensive Plan. Implementation of the Comprehensive Plan will effectively promote an increasingly higher level of livability as the community develops.

C. Orderly and economic provision for public facilities and services:

- The location of the Urban Growth Boundary, along with the urbanization policies, combine to ensure that urban level public facilities and services are or can be provided to all urban and urbanizable lands

- All major and secondary arterial streets on the Comprehensive Plan map are already in existence. These represent major public investments that, in many cases, are underutilized. A major emphasis of the Plan is the need to maximize the potential of the City's "transportation triangle", as described in the Circulation/Transportation Element, as well as the considerable potential of the Seven Oaks Interchange area.
- Much of the area within the Urban Growth Boundary and proposed for industrial development lies along the Southern Pacific railway in the northwest portion of the Community. This major transportation facility has been underutilized in the Valley and the City's intent is to maximize industrial development potential along this route.
- By designing the Urban Growth Boundary in such a way that it can utilize existing streets and roads, the City will save a considerable amount of public funds that would have otherwise gone toward the right-of-way acquisition and development.
- The City's urbanization policies include a policy that would require all appropriate facilities and services prior to new development, and that City annexations and new development would be carried out in a coordinated manner so as to maximize the efficiency of facilities and avoid unnecessary duplication.
- The City can provide adequate water supplies to serve the needs of the Community, although it will have to upgrade the distribution system and construct a new reservoir, as recommended in a recent consultant's study and Water System Plan. These improvements will be coordinated through the Capital Improvements Program.
- The provision of adequate sewer facilities is not considered a problem. The City roughly parallels a major sewer interceptor that leads to the Medford sewage treatment plant. Plans are currently underway to enlarge the capacity of the plant and to replace old deteriorating sewer lines in the City. The City has already completed a project that separated the storm drain system from the sanitary sewer system.
- All other major public facilities and services needed to serve the City and its urbanizable area are provided for in the Public Facilities and Services Element of the Comprehensive Plan.

D. Maximum efficiency of land uses within and on the fringe of the existing urban area:

- The urbanization policies and Comprehensive Plan adequately provide for maximum efficiency in the transition of lands from rural to urban. A City policy is to encourage the development of land that is vacant or underdeveloped and adjacent to or within the City limits prior to the conversion of other lands in the UGB area.

- All areas of the Urban Growth Boundary can be provided with urban facilities and services which must be adequate in condition and capacity to accommodate growth prior to or concurrent with any land use changes or annexations.
- The City expresses a high concern for the preservation of agricultural lands in the Comprehensive Plan and the urbanization policies encourage the retention of "exclusive farm" designations and related tax incentives until the time of annexation and conversion to urban uses.
- Land uses and street patterns are well established within the City. However, there are opportunities for improvements to the circulation system, the business district, to older neighborhoods, and to other areas to make these areas more attractive and functionally efficient. Such improvements are recommended throughout the Comprehensive Plan, particularly in the Land Use and Circulation/Transportation Elements.
- All new development on the fringe of existing urban areas will be properly integrated into the adjacent development patterns to ensure land use compatibility and inclusion in a planned neighborhood. All new development is planned around the "neighborhood concept" to avoid inefficiently designed or located developments and to ensure the maximum efficiency of the circulation and utility systems.
- Maximum efficiency of the circulation/transportation system is provided by the location of major industrial sites along the rail-road frontage and Highway 99 and in the vicinity of the Seven Oaks Interchange. All areas will have excellent rail and freeway access, will divert truck traffic away from the central and residential portions of the community, and the industrial uses will provide an effective buffer between the community and agricultural lands to the west.

E. Environmental, energy, economic and social consequences:

- The City's commitment to urban-centered growth is obvious throughout its Comprehensive Plan and in the configuration of the Urban Growth Boundary. The entire Plan is concerned with environmental protection, energy utilization and conservation, and an improved economic balance. All of these issues are directly related to the size and shape of the UGB as well as the policies and other provisions of the Plan itself.
- The Environmental Management Element of the Plan has placed major emphasis on the protection and enhancement of the Bear Creek Greenway, as well as on the protection of Jackson and Griffin Creeks in their natural state. Wildlife habitats and vegetation are included in these provisions.
- The Energy Utilization Element of the Plan puts the greatest emphasis on the conservation of energy, especially in the areas of transportation, structural design and solar orientation.

- The Comprehensive Plan provides for the highest densities of population to be located in close proximity to major activity centers and transportation corridors, and also includes provisions that will help to encourage pedestrian and bicycle travel, as well as other energy-efficient alternatives to the private automobile.
- The provision of industrial sites along the railroad and in the Seven Oaks Interchange area will increase the energy and economic benefits to industry and will provide jobs in close proximity to residential areas of the community to reduce fuel consumption and air quality impacts caused by commuters traveling long distances to their places of employment (another advantage of urban-centered growth).
- Economic development policies of the Plan will help to encourage expansion of the commercial sector and significantly improve the economic condition of the City. Social considerations are addressed through Plan provisions that will encourage neighborhood development, increase visual and aesthetic quality, and improve such services and facilities as the library, schools, parks and City government.
- The location of Central Point in the Bear Creek Valley also has social and energy benefits derived from being close to major regional shopping areas, recreational and entertainment facilities, and other opportunities not found in Central Point.

F. Retention of agricultural land as defined, with Class I being the highest priority for retention and Class VI being the lowest:

- Being located along Bear Creek and within the agricultural portion of the Rogue Valley, Central Point could not grow without consuming some agricultural lands in the process. With this in mind, the City had to carefully weigh each statewide planning goal, as well as the goals of the Community, before determining the size and shape of the Urban Growth Boundary.
- Land use inventories and the Available Lands Survey (contained in Section II of the Plan) were used to determine the approximate limits of growth. These were later supplemented by the anticipated population and the most appropriate balance of land uses to provide for that population. Closer evaluation of all agricultural lands was then carried out, including discussions with area farmers and agriculturists, in order to include only those lands that were considered poor, marginal, or seriously impacted by urban influences. The City made every attempt to preserve the viable farm lands in soil classifications I-IV that can reasonably be expected to continue to be productive and economically feasible to farm.
- Farm lands to the west of the UGB are considered to be the most valuable and most appropriate for preservation. The UGB was designed to accomplish this and to establish a well-defined western "limit" to urban expansion.

- Although some farm lands of questionable long-term value have been included in the Central Point UGB, less than one percent of all agricultural lands (I-IV soils) in Jackson County would be lost over the next twenty years. During the same period, the Central Point UGB would be accommodating the future urban needs of about 17 percent of the county-wide population growth.

G. Compatibility of the proposed urban uses with nearby agricultural activities:

- The Central Point Urban Growth Boundary is designed to allow very little potential for adverse urban impacts on agricultural lands and activities outside the UGB. On the east and south is Medford's UGB. The Boundary between Pine Street and the Seven Oaks Interchange parallels the freeway with Bear Creek on the east side of the freeway. The northeastern Boundary follows property lines of "rural-residential" development which are not in agricultural use nor suitable for such use. The northwest Boundary includes the Seven Oaks Interchange area, follows Seven Oaks Road and Grant Road, and the railroad right-of-way. These are all well-defined physical features that provide some degree of physical separation along the Boundary. Much of the western Boundary area is proposed for industrial land uses that will further buffer the agricultural areas to the west from the urban areas to the east. Industrial is probably the most compatible urban use for such an application.
- In areas where there may be a potential agriculture/urban conflict, policies in the Comprehensive Plan call for an inward orientation of neighborhoods to direct them away from the agricultural lands. Streets and all major public facilities would be located on the interior of the neighborhood to minimize the need for residents to encroach into nearby farm lands.
- The Urban Growth Boundary was designed to be compatible with farming operations nearby. The western boundary is partially the result of wind and air movement studies that concluded that the prevailing air movement is from the north and northwest during much of the year. The shape and angle of the western boundary is designed to minimize any adverse impacts that may result from crop dusting in the farm lands to the west and the drifting of sprays and dust into the urban areas. This is not a major problem on the eastern side of the freeway.
- It is also the City's policy to protect farm lands that are within the UGB until time of annexation and development. This is reflected in a number of policies in the Comprehensive Plan dealing with the locations of roads and other facilities, the retention of "exclusive farm" designations and tax incentives, and other provisions that will help to reduce the potential for any unnecessary development-related impacts on functional farm areas.
- Adequate buffering of agricultural and urban lands was a major consideration in the establishment of the UGB and, as a result, there are very few areas of potential land use conflict along the periphery of the UGB.

II. AREA SPECIFIC FINDINGS

A. SEVEN OAKS INTERCHANGE (North of Scenic Avenue)

- Central Point is currently very deficient in attractive and suitable sites for new industrial development. The only sites available within the City are small scattered parcels with an average size of less than one-half acre. A major concern in the establishment of the Urban Growth Boundary and Comprehensive Plan was to ensure that suitable industrial sites are provided for new industrial development and future industrial expansion.
- Since industry is generally not a good neighbor in terms of land use compatibility, the Seven Oaks Interchange area affords excellent industrial development opportunities that are spacially separated from the residential areas of the Community, but within easy access.
- The Seven Oaks Interchange is a strategic transfer point where three separate modes of transportation converge -- Southern Pacific railroad, U.S. Highway 99 and the Interstate 5 Freeway.
- The Seven Oaks Interchange is a major public capital investment that is presently underutilized. There is a public need to maximize that investment.
- Industrial development in the Seven Oaks Interchange area will provide easy and convenient truck access to the Highway and Freeway rather than onto city streets or county roads. This will minimize long-range road maintenance expenses and the adverse impacts of industrial truck traffic in the non-industrial areas of the City.
- The light and general industrial land uses, as proposed in the Comprehensive Plan, will achieve a high degree of land use compatibility with nearby agricultural lands (industry is probably the urban land use most compatible with agricultural uses).
- A portion of the area north of Scenic Avenue is proposed for residential development to complete the northern neighborhood, provide for needed housing, and provide housing in the vicinity of employment opportunities.
- Some portions of the Seven Oaks Interchange area are currently in agricultural uses. These are not considered "prime" agricultural lands. They consist of mostly small fields often in irregular shapes, are impacted by existing residential development scattered through the area, and are very marginal in their productivity and potential. It was determined that the Community's economic development needs and related long-term benefits far outweighed the need to preserve these particular farm lands. There was no opposition from local farmers to this decision.

B. SOUTHERN & WESTERN AREAS (west of freeway and south of Taylor Road)

- The Southern Boundary is Beall Lane, which is also the northern boundary for a portion of the Medford UGB. The City limits already extend to Beall Lane and the Urban Growth Boundary would encourage the eventual infilling of areas not already developed.
- Grant Road has been established as the City's western boundary. Since the City limits reach almost to Grant Road now (south of Taylor Road) there will be opportunities for infilling of the undeveloped urbanizable areas. The uses proposed in this area are primarily low density residential to minimize the impact of new development on City facilities and services and to be consistent with the character of existing development in the area.
- A fairly extensive area of agricultural land north of Taylor Road and immediately west of the railroad has been included in the UGB. These farm lands are in close proximity to the City's western limits and have experienced the adverse impacts of poorly planned urban development outside the City. The result has been vandalism to crops and farm equipment, complaints about fertilizing and crop dusting, and other impacts that have seriously affected productivity. These lands are also very marginal in quality, extremely limited in their ability to maintain economically feasible levels of production, and seriously affected by high water tables and thin top soils. After careful consideration of the many criteria, the City determines that these lands would be more valuable and productive in urban uses and some serious land use conflicts would be resolved in the process.

C. EAST OF FREEWAY

- The primary focal point for community activity is the business district which lies between the freeway and Highway 99. The Pine Street Interchange is the City's only direct access to the freeway. Provision of additional residential growth in a westward direction would result in the location of the population further away from major transportation facilities, especially the freeway, and result in increasing levels of traffic through the downtown area.
- Major transportation facilities already exist east of the freeway, including Table Rock Road and Head/Biddle Road which provides direct access from downtown Central Point to the Airport and into Medford.
- All areas east of Table Rock Road are within Medford's Urban Growth Boundary. This leaves a relatively narrow wedge-shaped area of rural lands between Central Point and Medford that will be increasingly impacted by the pressures and effects of urbanization. Agricultural lands within this wedge are, in most cases, of marginal quality and interspersed with rural-residential type uses. It was determined that the City's long range land needs could be best met in this area rather than further western expansion that would threaten the more valuable agricultural lands west of the City.

- The City, through its comprehensive planning process, determined that there are opportunities to capitalize on the potential of the tourist industry in the area. The most attractive location for tourist-related facilities is along Head Road between the freeway and Table Rock Road. This area is easily accessible by freeway and from the Airport and would directly serve the needs of the County's Exposition Park which is located north of Head Road along Bear Creek.
- The City also determined that there is a need to provide suitable sites for professional office development. The Head Road area is also suitable for this type of development which would be very compatible with the tourist-related uses (hotels, restaurants, etc.). Office development in this area would be convenient to businessmen traveling by plane or arriving on the freeway.
- Development east of the freeway would also provide opportunities to ensure the protection and enhancement of the Bear Creek Greenway while increasing recreational access to the proposed trail systems.
- Since the northern boundary (between Gebhard Road and Table Rock Road) abuts rural-residential areas, there will be no adverse impact on agricultural land uses in the area after the year 2000. In fact, the rural-residential areas will provide an adequate peripheral buffer along portions of the Urban Growth Boundary.